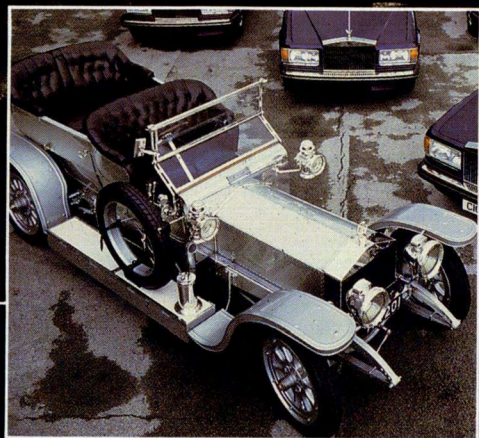


DELOREAN WORLD



Published Quarterly by the DeLorean Owners Association

Spring 1986



Automotive Centennial
DeLorean Among the Greats
Pages 10 and 31

He: Hi there, honey! What's your name?

She:

He: What's in the crate... a year's supply of hairspray?

She: No, parts that DeLorean One sent me to make a DeLorean.

He: You're kidding! Why didn't you just buy a whole car?

She: Well first, I want an all new DeLorean. Second, where are you going to find one here in Squaw Grunt, Wyoming? And third, DeLorean One sells over 2,000 DeLorean parts and accessories. So I thought I'd just order everything and start from scratch.

He: Golle-e-e-e-e, who's going to put it together?

She: Me.

He: You? Look, sweetie, making a DeLorean from scratch isn't like a housewife making a cake. It'll take a man. A real man!

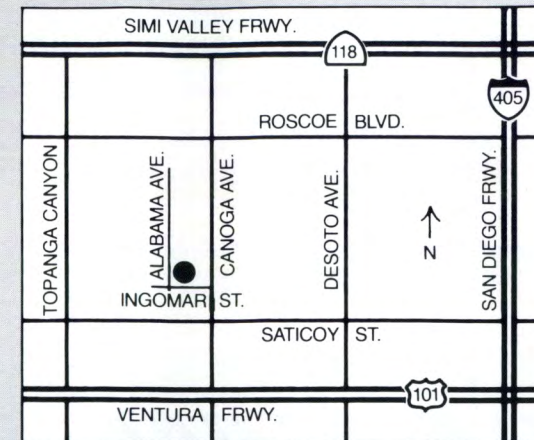
She: What makes you think a man could do it better than a woman? If I have any questions, all I have to do is call DeLorean One on their toll-free hotline.

He: Look, cutie, men are just a lot smarter about this stuff. A woman's place is in the kitchen, not the garage.

She: You mean you think you'd do a better job than I would?

He: Of course! I know everything there is to know about cars. Incidentally, what are you doing tonight? Let's have dinner.

She: Sure, as soon as you're through with this car.



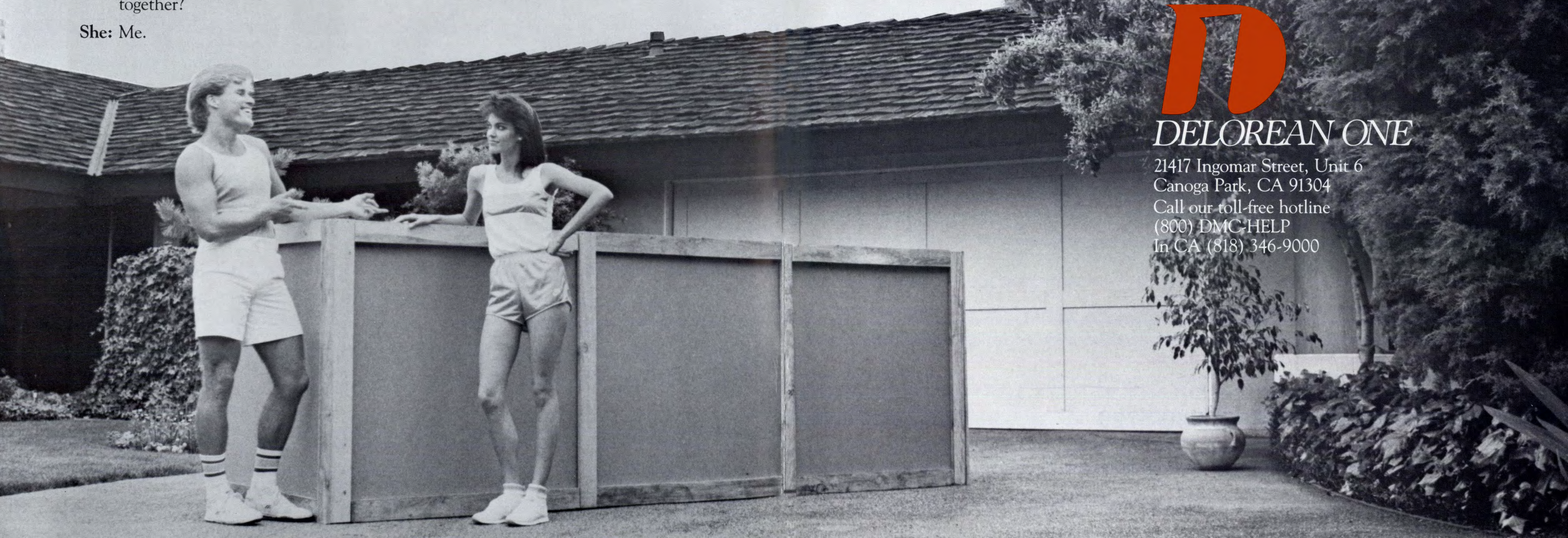
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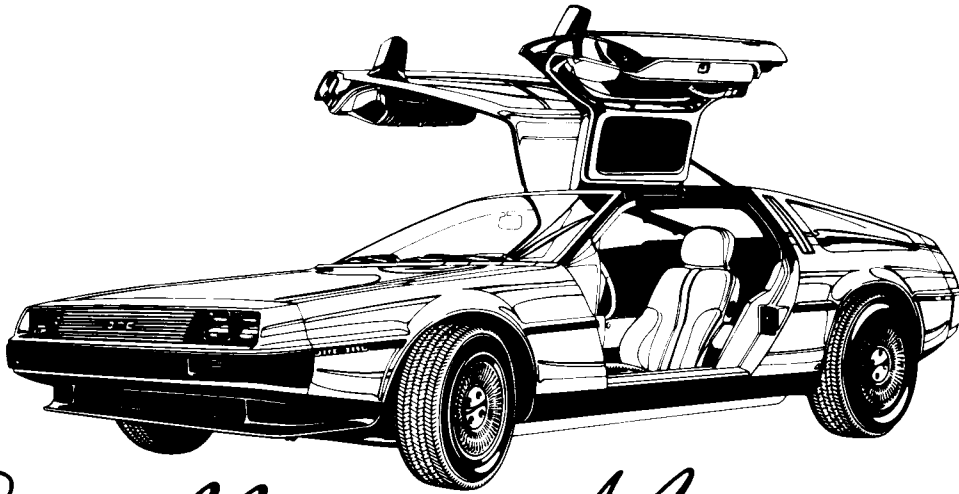


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Rear View Vision Improved

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On the Cover

"Sunburst" Prototype DeLorean

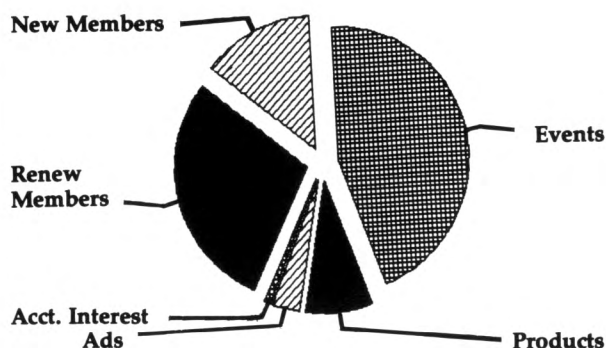
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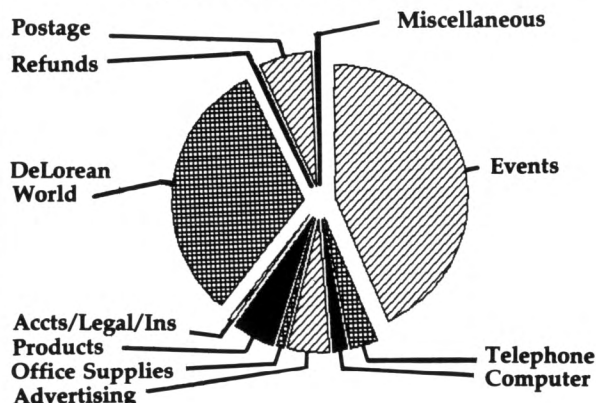
BY JOAN TRUSCOTT

DeLorean Owners Association Income First Quarter 1986



Income		
New Members	\$ 4,450.00	= 13.69%
Renew Members	\$ 9,398.00	= 28.93%
Events	\$14,613.00	= 44.96%
Ads	\$ 1,134.00	= 3.49%
Products	\$ 2,640.00	= 8.13%
Account Interest	\$ 261.00	= .80%
Refunds	\$ 0.00	= .00%
Miscellaneous	\$ 0.00	= .00%
TOTALS	\$32,498.00	= 100.00%

DeLorean Owners Association Expense First Quarter 1986



Expense		
Postage	\$ 1,779.00	= 6.37%
Telephone	\$ 946.00	= 3.39%
Printing (DeLor. World)	\$ 8,992.00	= 32.19%
Events	\$12,215.00	= 43.72%
Products/Freight	\$ 1,456.00	= 5.21%
Computer	\$ 498.00	= 1.78%
Advertising	\$ 1,433.00	= 5.13%
Office Supply	\$ 268.00	= .96%
Acct/Legal/Ins.	\$ 200.00	= .72%
Refunds/Supply	\$ 31.00	= .11%
Miscellaneous	\$ 118.00	= .42%
TOTALS	\$27,937.00	= 100.00%

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BY ED BERNSTEIN

"I'll Get by With a Little Help from My Friends"

Words borrowed from a song written by two of the Beatles, John Lennon and Paul McCartney, in 1967 seem to describe the way we DeLorean owners have survived the past 3 to 4 years. Written a full 14 years before the first silver gull-wing rolled off the assembly line in Ireland, the lyrics echo the need to get through the pesky trials and tribulations of DeLorean ownership with assistance from friends.

Since the establishment of the DeLorean Owners Association 3 years ago, we are fast approaching 1800 vehicles on our membership roster. A long time has passed since I knew every member of the Association on a first name basis, yet I feel like a personal friend of each DeLorean Owner around the country.

During the Las Vegas Convention Friday evening cocktail party and while waiting for the technical seminar to start Saturday afternoon, I had the opportunity to meet several owners and guests who had flown in for the festive weekend. Dennis and Maria Bradbury from Massachusetts; Howard and Sandra Bohanon, Bruce and Carole Benson, Sue-Lin Chong, Doug MacFarlane, Don and MaryLou DeBolt from Minnesota; Gerald and Mary St. John, Frank and Marcia Dulumba, Richard and Germaine Rutkowski from Michigan; Don and Gladys Legner, Bill West and Joan Gregg from Illinois; Charles Lavery, Angelo Santoro, Richard Owens, John and June Roberti from New York; Marv Gallentine from Colorado; Ron Gauslin and James Torrance from Ontario, Canada; Bill and Jean Sims from Nebraska; Jack and Lois Jeffrey from Iowa; Tex Gano and Paul Gatto from Pennsylvania; Jim Anthony from Louisiana; Tom Wessel from Ohio; John and Marion Greene from New Mexico and Diana Coury from West Virginia.

I'm sure I can't remember many of the names of the new friends I met in Las Vegas nor the states from which they came. My only excuse is to paraphrase from a popular license plate holder I've seen, "SO MANY PEOPLE, SO LITTLE TIME."

The event was so jam packed with exciting things to do from the moment we arrived until we left, we hardly had enough



time to sleep. It's hard to make timely presence at an impromptu Board of Directors meeting at 8:00 a.m. when you've been dancing with the WILD ONES until 4:00 a.m.; right, Sam? Eric Endy, our host for the weekend, and Samantha Robinson, our Activities Director, had the schedule down to a fine line with only a slight delay to satisfy the television and news media before the technical seminar.

Something for Nothing . . .

Just a short comment about members like Eric; Samantha; Kjell Myhre, our Technical Director; Don Steger, our Professional Advisor; Geri Moreno, our Products Director; and everyone else on the National Board of Directors who give so freely of their time and efforts and receive no compensation, except satisfaction from the knowledge that the events and activities of our organization would not be as super successful without them.

Many owners around the country believe the members of the National Board of Directors and their committees receive free accommodations, food and/or other perks for doing their jobs. On the contrary, they not only pay the same amount as everyone else, they frequently dip into their own pockets for extras on our behalf, which all too often are not reimbursed because they don't bother to submit a reimbursement request to our treasurer, Joan Truscott. As friends, we just don't seem to count the hours and the dollars. "We get by with a little help from our friends."

On to the Mid-West

No sooner had the last strobe light from Saturday night's gala stopped its flicker, than we were all chomping at the bit in anticipation of the up-coming CHICAGO NATIONAL CONVENTION the last weekend in July.

Chicago will probably be the largest and most ambitious activity planned by a group of auto enthusiasts relating to a single marque in recent history. Judging by the enthusiasm generated in Las Vegas, not only by those members from the western states, but everyone who took the time off to fly in, we can't miss. Timed to coincide with many owners' vacation plans, preliminary ideas offer activities selected to please everyone attending, including couples, singles and families.

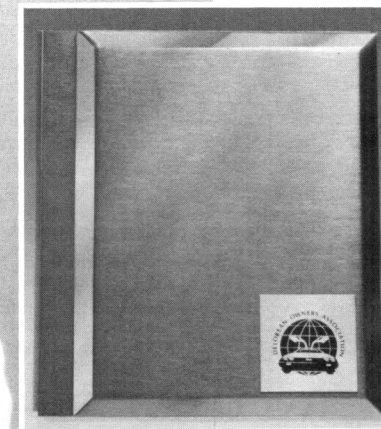
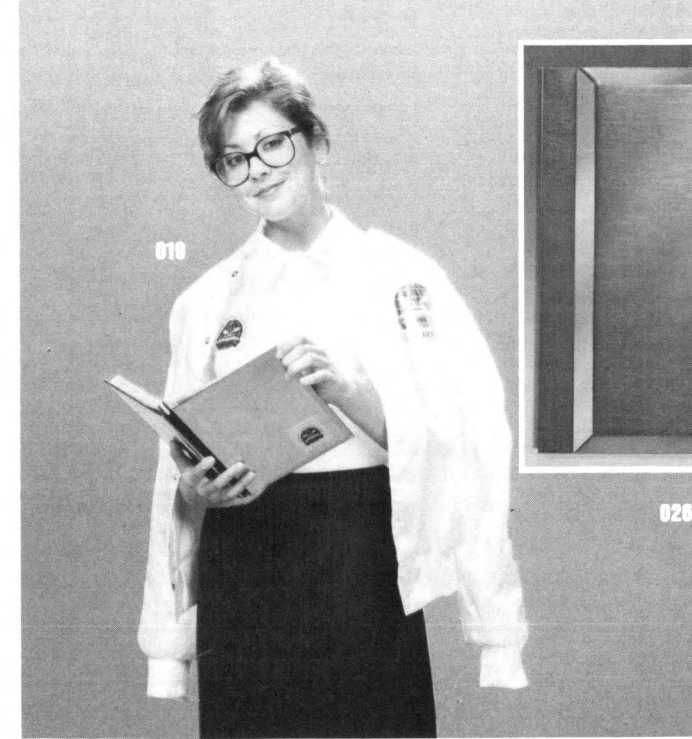
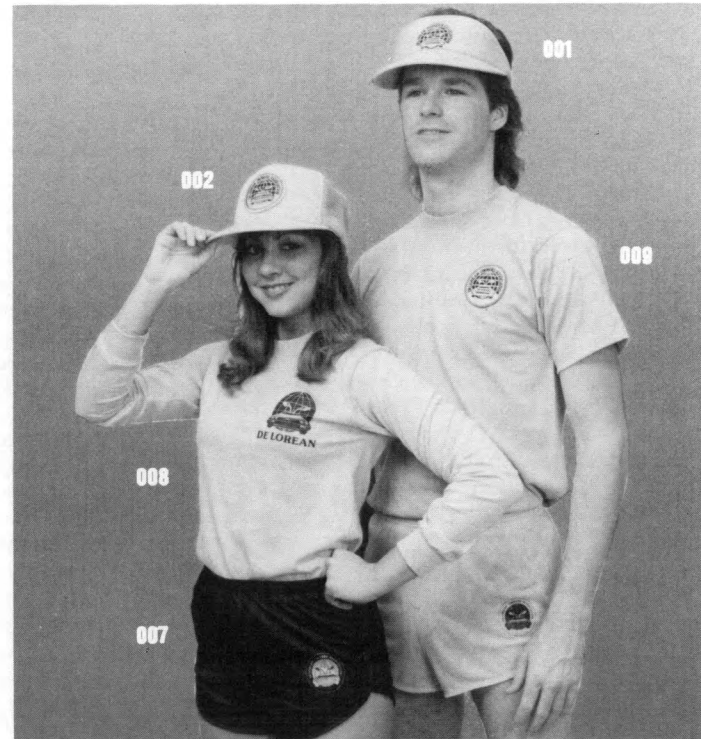
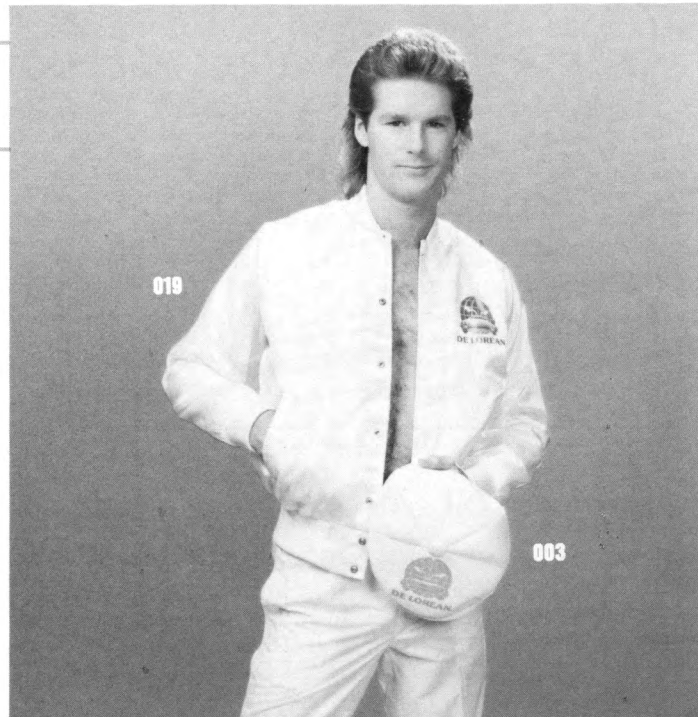
If you missed Woodstock, don't miss the DeLorean Owners Association 1986 National Convention. If you attended Woodstock, you know what to expect. It's going to be a DeLorean automotive happening!! Half the fun for me will be driving in from California. I've got 73,000 miles on my DeLorean odometer as of this article and after returning from Chicago I'll have in excess of 80,000 miles on the dial. I'm doing my best to have the first DeLorean in the country to reach 100,000 miles but I'm afraid several owners around the United States are well ahead of me.

Send in your registration early and be assured of choice accommodations.

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- #006 Logo T-shirt, black or gray (not shown) . . . \$6.30
- #007 Nylon matching running shorts, size small to X-large. Black, or gray (washable) \$9.35
- #008 Long sleeved T-shirt with trade mark printed and word "DeLorean" (Gray) \$8.50
- #009 Our best T-shirt (short sleeve with logo patch). Small to X-large (washable) \$7.00
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- #013 Our softest white golf shirt 50/50 interlock with collar, pocket and embroidered logo (as designed for famous maker). Small to X-large . . . \$17.00
- #019 Snap front black or white satin jacket with knit cuffs, waist and neckline (black has white stripe). Trade mark and word "DeLorean" in silver (washable) . . . \$35.00
- #020 Gray corduroy baseball style cap with embroidered logo (adjustable sizes) \$8.00
- #021 Insulating can/wrap, black with trademark and "DeLorean" velcro close (not shown) . . . \$2.50

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- #023 DeLorean Owners Association official tie tac (not shown) . . . \$4.00
- #024 Official DeLorean Owners Association club pin (not shown) . . . \$2.50
- #026 Brushed silver photo album 7" x 8" cloth lining, nameplate and giftbox . . . \$25.00

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TEN BEST COLLECTIBLES

A short course in automotive appreciation.

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BY PETE LYONS

Each of us in this investment-conscious culture has had the bitter experience of missing the skyrocket—of selling an automobile, or deciding not to buy one, just before its value went into orbit. But there are some people who know how to play this market. They choose their investments so craftily that, if they don't actually make money, they can at least claim to "drive for free" as their vehicles appreciate in value.

So how do we learn the trick? How can we determine which of the cars now available at reasonable prices will one day be worth-much more?

If preserved well enough long enough, any old auto at all will become valuable. Seal a new Yugo in a balloon full of nitrogen and in the year 2086 somebody will want to pay real money for it. Of course, the car is useless in the meantime, none of us will be around to cash in at the end of the term, and we can't be sure that our heirs and assigns will keep paying the rent on the storage vault. No, we've got to have shorter sight.

Our assignment here, should you choose to accept its premise, is to select the ten most collectible cars. We have assigned ourselves narrow criteria: we'll be looking only at cars manufactured in the past

ten years; only at street-legal cars; only at those regularly available in the U.S. (sorry, no gray-market machinery); and only at less obvious choices (there's not much point listing the Ferraris, Porsches, and similar cars that everybody already recognizes, because their prices are already well along in their second-stage burn).

Selection under these constraints is no simple task. In terms of exciting cars, this has been a rather dead decade compared with, say, the heady periods pre-pollution controls and pre-petroleum embargo. In the past ten years, the U.S. has been pretty well preoccupied with emissions and economics, with downsizing and DOT regulations. Of the nearly 100 million new automobiles that rolled onto the streets of this country during the last ten years, few lit lasting fires.

Many recent offerings are rendered even more tepid by the fact that things are now hotting up. The immediate future holds much promise in the fields of engines, chassis, and aerodynamics, so most good cars built in the early eighties are simply going to be overshadowed by their successors. Similarly, many

cars of the late seventies were but pale reflections of earlier examples of the same models.

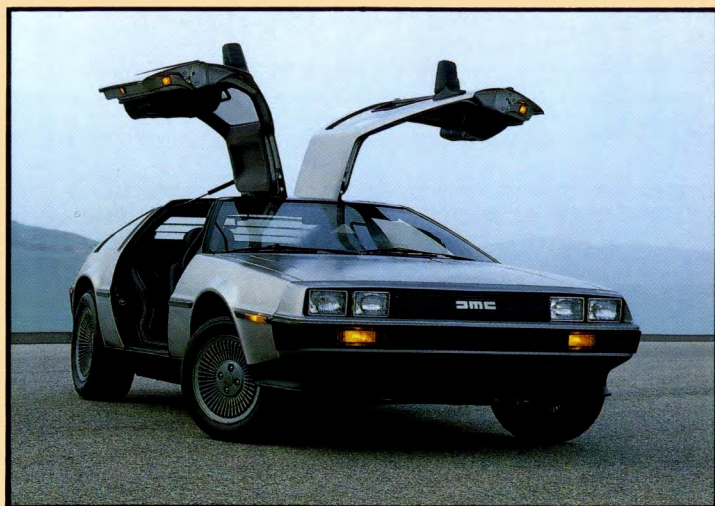
Still, we can distinguish a handful of likely candidates for appreciation.

Rarity, of course, is a prime point in collecting. It adds value, whether we're talking antiques, art or autos. The fact that Bugatti made only six Royales would make them attractive even if they weren't splendid in and of themselves. Conversely, if Ferrari were to churn out two million Testarossas, everyone might want one, but we wouldn't expect to pay much for them.

Also, if the collector can point to the piece and truthfully say, "You know, the world's never going to see anything like it again," the onlooker will certainly be moved.

Another thing to look at is a car's historical stature. An organization called the Milestone Car Society recognizes five criteria: styling, engineering, performance, innovation, and construction quality (the mnemonic is "SEPIC"). If a car stands out in at least two of the five, it might be something special.

Then there's pure pizzazz. "Sedans are historically not big-demand items," says Chris Poole, editor of the bimonthly





magazine *Collectible Automobile* (3841 West Oakton Street, Skokie, Ill. 60076 312-676-1544).

"Hardtop coupes, two-seaters, and almost anything with the name Porsche, Ferrari, Corvette, or Mercedes-Benz on it is going to be sought after. The factors that apply to make a car valuable when it's new will also apply in the future."

A cautionary note, though, is sounded by professional restorer Jack Bianchi (Bianchi Motors, 435 East Haley Street, Santa Barbara, Calif. 93101 805-965-5261). "I know two people who paid over \$50,000 apiece for brand-new Porsche 930 Turbos and took them directly from the showroom floor into storage garages.

But the value has just not gone up and they both recently got rid of them for under \$30,000." So sometimes an apparent "sure thing" doesn't pan out, whether it's because of the low intrinsic worth of the car, public resistance to a suspected scam, or just impatience on the part of the collector.

Poole and Bianchi have helped us with our list of ten, but the selection was by no means unanimous. Neither they nor we offer any guarantees. You are free to disagree with our choices (just exercise your usual decorum in the wording of your letters, please) and go about your own collecting business. Nobody will know the final verdict for another 50 years, anyway.

1981-82 DeLorean

The notoriety factor is what we're thinking of here. Poole calls the DeLorean "a mediocre car with an interesting history." No, it's not a great car in its own right, and no, it's not a hot used item at the moment. Yes, it took years and deep discounts to get rid of the whole 8000-some production run. But in decades to come, it seems to us, owners are going to stand around their gull-wing coupes on manicured country-club lawns and say, "Did you ever hear the whole background story on this car?"

We can be reasonably sure that the item itself will last, as plastic and stainless steel are two of the most durable materials in the world. And Bianchi,

after crawling through a DeLorean with wrench in hand, speaks highly of the car's construction. "It's honest and straightforward, a genuine hand-built car. It's a car that an owner can work on himself." There already exists an energetic enthusiasts club, dispensing know-how to the faithful.

Quite a few DeLoreans have been covered by paint by now, but it's likely that the original bare metal finish will prove to have more historical value, fingerprints and all.

1976-78 Jaguar XJ12C

This car, we suggest, will one day be coveted under the "they don't make 'em like that

CONTINUED ON PAGE 14

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same

brand used on most Indianapolis 500 racers.

- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

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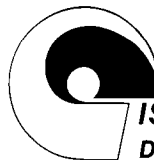
- 0-60 mph 6.3 seconds
- Top Speed 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

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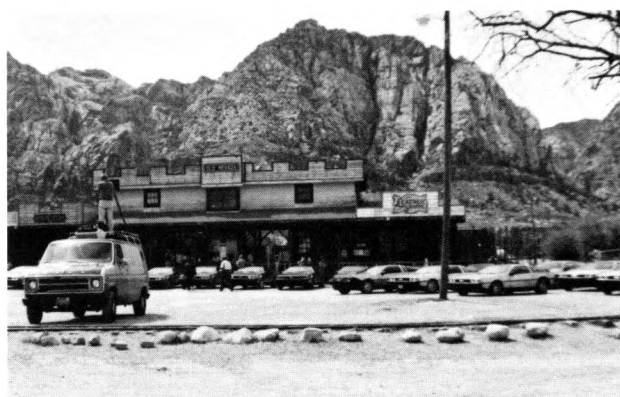
Las Vegas Rolls Out the Red Carpet

BY SAMANTHA ROBINSON
Activities Director

For those of us who were driving, our day began well before 10:00 a.m. on Friday, April 4th, where we gathered at the Green Tree Inn located in Victorville to have breakfast, then Caravan to Las Vegas. 35 DeLoreans were in full force as the local news media was there to cover our departure and take photos. As soon as the Caravan left Victorville, the Red Carpet began to unroll which would lead us to the Imperial Palace Hotel in Las Vegas. On our way, we made a stop in Stateline, Nevada, at Cactus Kates, where we were treated to refreshments at the invitation of owner, Gino Munari. While at Cactus Kates, two of our members, Connie Dorris of Anaheim, CA and Ruth Rosack of Bakersfield, CA hit Slot Jack Pots. (Ruth, I heard you hit another "Big" Jack Pot while in Las Vegas as well; some people have all the luck). Before we got back on the highway—we lined up our DeLoreans for a photo shoot at the request of Cactus Kates as well as to give our group an opportunity to take some photos of their own.

Our Caravan finally arrived in Las Vegas where not only our prearranged Hotel Bell Boys were waiting to take our bags, but also Imperial Palace Officials, and our Las Vegas Host—Eric Endy, to insure that everything ran smoothly, as well as having Hotel Security help with "crowd control" and direct traffic. News media along with many onlookers, and other Association Members who had arrived at the hotel the day before or earlier in the day, were also on hand to greet us. For those of you who were not there, this was quite a sight.

Friday evening, we held our No-Host Cocktail Party. We met our Out-of-State Members: James Anthony, from Louisiana;



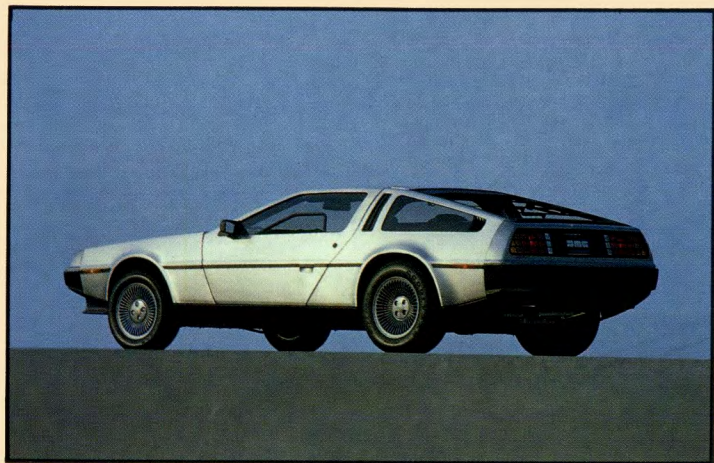
Bruce & Carole Benson, Howard & Sandra Bohanon, Don & Mary Lou DeBolt, Mr. & Mrs. Doug MacFarlane, all from Minnesota; Mr. & Mrs. Dennis Bradbury, from Massachusetts; Bert & Sharon Clark, Rod & Gay Miller, from Texas; Diana Coury, from Virginia; Frank & Marcia Dulemba, Gerald & Mary Margaret St. John, from Michigan; Mr. & Mrs. Marv Gallentine, from Colorado; James Torrance, and Ron Gauslin, from Ontario, Canada; John & Marion Greene, from New Mexico; Mr. & Mrs. Charles Lavery, Mr. & Mrs. Richard Owens, John & June Roberti, all from New York; William & Jean Simms, from Nebraska; Mr. & Mrs. Thomas Wessel, from Ohio. One of our Area Regional Chapter Coordinators was able to be with us again for their second year, our active—John & Lois Jeffrey, ARC #3; and two additional Coordinators, who have been quite active in their areas, were with us for the first time, Don & Gladys Legner, ARC #7; and Richard & Germaine Rutkowski, ARC #1. In addition, we had many members who made this their first Association Event, and many members who have attended our past events.

We were treated to a video made by our Las Vegas Host and Jay Nemeth, which was a varied collection of videos that were cut and edited from hours and hours of other members tapes. Then there was Geri Moreno, our Products Director, and her committee who were very busy throughout the evening with all the sales of new Association Products. Everyone bought something. Our hats off to you Geri for doing such a great job.



Imperial Palace Driveway where we stopped traffic.

CONTINUED ON PAGE 16



COLLECTIBLES

FROM PAGE 11

any more" clause of perceived value. The industry is marching away from opulent, florid cars with big, elaborate engines. And Jaguar's name in history is not only safe but highly respected.

Further, now that a modern, four-valve Jaguar six is coming along, the company's hoary V-12 may eventually be seen as a monument. "It's such a smooth engine, the car just glides," raves Bianchi. The fact that it only delivers around one mile per gallon per cylinder is ultimately irrelevant to a collector.

E-types, the "obvious" chassis for this engine, are too old for our ten-year window of eligibility. Twelves were also available in the XJ four-door sedan, of course, and still are in the XJ-S. But we agree with both our contributing advisors that the graceful, low production C-model (fewer than 700 units were sold in the U.S., according to Poole) is the one to squirrel away. We under-

stand prices are in the \$10,000 area.

1976-79 Cadillac Seville

Cadillac is another name that will be famous many years into the future, and one with a number of models that should hold their "oh, wow!" value. We've chosen a representative that might seem a little out of the ordinary, though.

The late seventies Seville was the first of the reasonably sized Caddys. Poole thinks of it as "sort of a latter-day La Salle, sort of a trial balloon for the division. A lot of people called it just a tricked-up Nova when it came out, and it had basically an Oldsmobile engine. But it turned out to be a likable car for itself." The Seville was indeed likable; in fact, it was the only Cadillac in decades that appealed to driving enthusiasts. *Car and Driver* went so far as to treat one to a thorough grand-touring upgrade.

"It's still a practical car to drive," says Poole, "and the

values are still reasonable, around \$6000 to \$7000. It's still more of a used car than a collectible. I like it. It's a ringer. But stay away from the diesels."

What the Vega did have was good basic handling, and what the British-designed aluminum cylinder head offered was crossflow design, twin overhead cams, and four valves per cylinder. You can get all that stuff in Toyotas now, but until the Cosworth Vega was launched in the spring of 1975, you pretty much had to buy a Ford for Indy or F1 to call it your own. We're talking built-in historical significance here.

The Cosworth Vega was a keen car to drive when it came out, and not many came out, so its original owners recognized what they had. At least one owner of our acquaintance took care to buy a second set of body decals when they were still available from Chevrolet, just to simplify the restoration he knew he would one day carry out. (No, he hasn't begun the project yet. In fact, the car is off the road right now, lying a little neglected. No, we aren't telling you where.)

1984-86 Ford Mustang SVO

Here is FoMoCo's expression, a decade later, of GM's Cosworth Vega idea. The five-liter pushrod V-8 makes a better everyday mover, and something like 90 percent of Mustang buyers recognize that, but the 2.3 liter turbocharged and intercooled four gives the SVO a certain tingle that we suspect will be more widely recognized a few years down the highway.

A similar engine is available in the larger Thunderbird, which may well be honored by historians as a landmark design because of its daring (to today's eyes) aerodynamic styling. But cars are going to be even more aerodynamic in the future. For our tastes the Mustang, though not yet a particularly great car, presents a more interesting blend of performance, styling, handling, and sheer engineering audacity. The SVO really showcases Ford's renewed commitment to performance. We can easily imagine people talking about it in years to come. And it is readily buyable today. It is however, a bit early to buy one at a bargain price.

1977-79 Mercedes-Benz 450 SEL 6.9

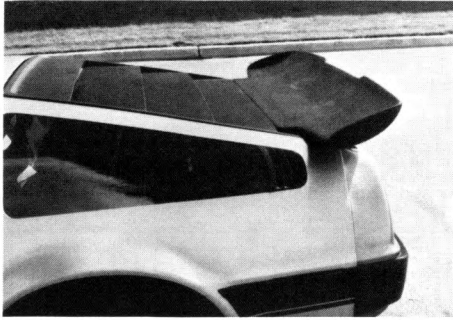
Our first notion was to include the grand old 600 "grosser" Mercedes, but it was not sold here during our stipulated period. So we suggest the same basic V-8 engine installed in the W116 sedan from 1977 to 1979. (Several 1979 models were also sold during the 1980 model year.)

Although, as we've heard, sedans aren't usually top collectibles, this one's rarity argues in its favor: fewer than 2000 were imported. Also, sedans that think they are sports cars often attract followings, and Stuttgart's hot rod is in some respects the most outrageous thing that ever burned up an autobahn.

On the other hand, car people with memories long enough to make them knowledgeable about this whole appreciating-car question will recall a time

CONTINUED ON PAGE 38

DeLorean Parts



WHALE TAIL—Made of fiberglass and fits on rear louver, looks great. \$239.00 (shipping cost may vary)



PEN SET with pewter deLorean model on a custom engraved 7 x 9 inch walnut plaque. \$89.95



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3. CERAMIC HEAT SHIELD—Attaches to cross over pipe to reduce heat 25/30° on automatic transmission or clutch slave cylinder easy installation. \$19.00

4. BATTERY CUT OFF SWITCH—Disconnects the battery from car while setting for long periods. \$44.95

5. CABLE RELEASE—Will open hood or deck lid if stock factory cable breaks. \$8.00 set

6. REAR LOUVER BRACE—Keeps the rear louver from flexing and cracking by adding support to the center louver strut. Complete with hardware. \$44.95

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8. OIL COOLER—Cuts engine oil temperature and allows use of standard American oil filters. Complete, bolts on in less than 1 hour. A must for Turbo cars. \$89.95

9. SHOCK LOCKS (hood or deck) Holds hood or deck from accidentally closing. Front \$7.95 Rear \$15.95

10. OIL FILTER ADAPTER KIT—Use this kit and you can use standard U.S. filters instead of expensive European ones. Installs in minutes and pays for itself too. \$11.95

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FROM PAGE 13



Award for longest distance travelled – Mr. and Mrs. Dennis Bradbury from Massachusetts.



Scott Bahr who drove the Longest Distance in his DeLorean – Northern California



Our National President, Ed Bernstein Enjoying the Fruits of His Labors!



Some of our Out-Of-State Members

Saturday morning started with a tour of the Imperial Palace Antique Auto Collection. The collection included a 1981 DeLorean and more than 200 other automobiles. From there, we all got into our "Silver Bullets" and headed out on the Endy Rallye, which started with a stop at the Imperial Palace Restoration Shop. (Some of us even got the inside scoop on restoring stainless steel). From there we all headed out to Red Rock where we were treated to mountains and canyons that for some unexplainable reason, were naturally red. Then it was on to Bonnie Springs/Old Nevada where, on the way, we saw wild burros grazing or strolling along the side of the highway. We had lunch at Bonnie Springs, then another photo shoot with all the DeLoreans in front of "Old Nevada" where the Old West is still alive.

We caravanned back to Las Vegas where a team of photographers from the Las Vegas Chamber of Commerce, news media, hotel officials, and security were waiting for us so they could take more photos in the driveway of the Imperial Palace. If you can believe it, we literally stopped traffic! It was fun. Then on to our Technical Seminar where Technical Director Kjell Mhyre and Technical Advisor Don Steger were available to answer questions as well as give a presentation to our members about Lubricating the Speedo Angle Drive and other small repair jobs that the individual members could take care of themselves. Of course, our Technical Director was the man taping a video of the presentation for future use by our Area Regional Chapters.

The Imperial Palace prepared a Buffet Dinner for us which was quite tasty, with a variety of salads, vegetables, meats and desserts to choose from. After dinner, Ed Bernstein, our President, got busy and sold more Raffle Tickets before we started our program. With Ed at the helm, our program began. We had a Raffle with many donated items, and Ed presented awards to our Newest Members to join before our Las Vegas Deadline—Mel and Estrolito Gacula; Scott Bahr, who drove the Longest Distance in his DeLorean; and to Mr. & Mrs. Dennis Bradbury who Traveled the Furthest Distance (Brooklyn Village, Massachusetts) in anything other than a DeLorean. After those awards were presented, we took a break. Actually we were stalling for time, waiting for our Special Guest to arrive and present the Rallye Awards. Finally—our guest arrived. With the help of Germaine Rutkowski (the other half of our ARC #1 Coordinator, Richard Rutkowski) we announced the winners and our Special Guest—Marilyn Monroe, presented the awards. A Special Award was presented to Eric Endy, our Las Vegas Host, for all the help he gave our Association in making this a successful event. After our program — our members were escorted to the Imperial Palace to see "Legends in Concert". We saw the likes of Mario Lanza, Buddy Holly, Judy Garland, Marilyn Monroe, Janis Joplin, Elvis Presley, and Hank Williams. The show was dedicated to the DeLorean Owners Association.

After the busy schedule we had managed to get through the entire day and night, some opted to get some rest, or try our luck in one of the Casinos. The gluttons for punishment opted to go to a night spot which featured a live band. I must admit, Bill Johnson—ARC #12 Coordinator, Janine Chambers, Eric, Robbie and I, along with several other members, opted for the punishment and had a very good time. The real punishment came that same morning with an early wake up call (getting back to the room in time to get the wake up call so that I could attend a meeting was punishment). The weekend over, the majority of our members heading for home, I had many compliments on the entire weekend from start to finish, along with questions about when we would have our next event in Las Vegas.

It was great seeing so many new faces and just as nice to see as many familiar ones. We all look forward to seeing you at our National Convention Event being held in the Chicago Area, July 25, 26 and 27.



Playboy Club Hosts Association

BY DAVID KNUDSON

Photos by Association Photographer,
ROBBIE ROBINSON



President Ed Bernstein with our hostess for the evening.



The live entertainment.

Century City, CA—Saturday night, December 21, the Association held a semi-formal dinner party at the Playboy Club in Century City. 110 members attended in their most elegant attire.

As some of you know, 1986 will be the beginning of Samantha Robinson's reign ("rain" might be a better spelling) as your new Activities Director. I am stepping aside and she has already added fresh thinking to the position. The Playboy Club party was really her idea. However, we both attended to the details. Her first solo event is the Las Vegas weekend in April, then the Chicago convention in July.

I'll have to admit, I would not have selected the Playboy Club as a base for our holiday party. But she was convinced they would do an excellent job for us and that both sexes would enjoy it. So, not wanting to dampen her enthusiasm so early in her new position, I went along with it.

The moment the invitations were received, I got a phone call from a very irate lady member (I never did get her name). She was most unhappy that we had scheduled an event at the "pornographic" Playboy Club and assured me she would not attend a function where scantily-clad women served dinner.

At that point I was convinced that we had made a big mistake. I envisioned my phone ringing off the hook with cries of lewd and lascivious conduct . . . members bolting the Association . . . the Board of Directors being hauled up before a judge and held to answer charges of smut event peddling. And all this after a dismally-attended Santa Barbara Products Faire. What a way to end my term as Activities Director!

Well, the phone did ring off the hook. But it was members wanting to attend. In fact, we filled every available seat in their largest room. And it was fun.

The evening started at 6:00 with a cocktail get-together which was followed by an excellent prime rib dinner.

When everyone was through, a comedienne dressed as "Santa's Mistress" (I know, that sounds lewd, but it wasn't) told a few jokes then was followed by a brief musical show. Next, it was dancing to the strains of a very good combo.

Some of the hardier members then moved on to the club's floor show, which lasted until around 1:00 a.m.

In short, the party was an exceptional evening, which just goes to show that it was high time for some fresh ideas at the level of Activities Director. Congratulations, Samantha on an excellent event.



C A L E N D A R

July 25, 26, & 27

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Lincolnshire, Illinois

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Lake Forest Academy
Lake Forest, Illinois

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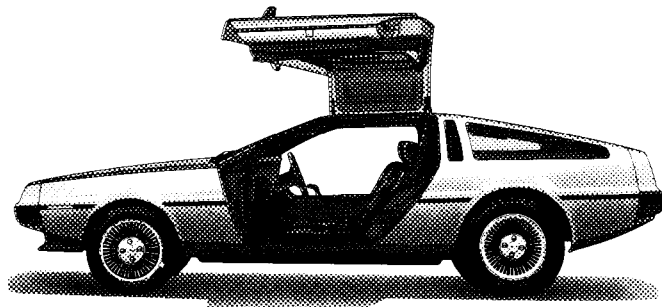
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YES ED...

"He got by with a little help from his friends"

Dear Dick (Shipman);

At last I'm getting back to you after my transaxle committed suicide on El Cajon Pass last December. I didn't forget about you or Ed Bernstein and all the help and encouragement that you gave me on that day. I was recalled to Egypt shortly after that. We certainly have our hands full over here. I sometimes wish I had time for a nice relaxing drive down the "405" at rush hour.

I must thank both you and Ed for the tremendous service, assistance, and above all the "don't give up" attitude.

The service I received from the transmission garage was absolutely phenomenal. On Dec. 24th, the day before Christmas, I rolled into "Maloney's" at 7:30 am. I was greeted by the owner himself, Mr. Maloney, and given the red carpet treatment from the very beginning. All previous appointments were rescheduled and I was given Priority Status with four of the five Transtechs in attendance.

They are all obviously serious professionals; they had diagnosed the problem and begun work before I finished my first nervous cup of coffee. The problem: The internal seals between the transaxle and the differential had split or dried up, allowing the different lubricants to merge. In a singular word, "TERMINAL".

Mr. Maloney explained the forthcoming surgical procedure in explicit detail. We had to remove the Transaxle, send it to the rebuilding shop for a complete tear down and rebuild. The trip from the garage to the rebuilder was likened to an ambulance ride. Julio maneuvered his "64" El Camino through the downtown traffic with the precision of L.A. County's Fire/Rescue Squad. Sans emergency lights and siren we arrived at the rebuilders in 8 min. 24 sec.; normally a 15 to 20 minute drive. The shop personnel were waiting for us, gurney in hand.

Due to its design, the actual mechanical parts withstood the 100 mile+ return trip back to the City of Orange from atop El Cajon Pass. The rebuilder was totally amazed at the fact, since there was tremendous heat and pressure inside the unit after the two lubricants merged. The seals and gaskets were replaced, the unit reassembled.

As Julio and I returned to the garage (Mach 2+, I didn't know Chevys went that fast) the realization hit me. Not only I wanted to be with my family on Christmas Eve, so did these guys. It was now 5:15 pm and the garage was supposed to close at 12:00 noon today. These five guys were giving up their time off in order to help a stranded DeLorean. I feel it imperative to mention I was not charged any extra for the techs to stay on their time off. I was charged "straight time" only.

While I was at the rebuilder's shop the crew at the garage had installed a transmission oil cooler which should help prevent a recurrence of the seal failure. (I strongly recommend it to all automatic transaxle owners.) 6:05 pm; The moment of truth had arrived. Total checkout of the system. The result? Perfection on all counts. The total charge? \$1,305.00 OUCH! Quality service and professionalism never come cheap. I am satisfied that it was worth every penny. (Thank God for American Express Cards).

After thanks and goodbyes I left for Las Vegas and my new friends in the City of Orange went home to their families. The rest of the trip wasn't exactly a Valium cruise. As we approached Flagstaff, Arizona one of the return hoses from the newly installed oil cooler came loose and sprayed red trans oil from the fog lamps to the shiny black rear louver. What heartbreak to see my dream bleeding to a stop in front of my eyes. Realizing almost at once what had happened, this seemed like a minor pit stop routine. No feathers ruffled and back on the roll in less than 15 minutes. NOTE: Always carry spare Engine, Trans., and coolant fluids, that's a tip from AAA that has paid off more than once.

Somewhere near Cortez, Colorado at about 6:20 pm I switched on the head lamps and the console began celebrating Chinese New Year, complete with blue, red, white and yellow sparks not to mention the smoke grenades and whistling rockets. To quote Kris Kristofferson, "Lord what did I ever do?"

Conclusion: the dimmer switch had gone into melt-down and is now forever DIM. After having lived in Egypt for three years now black outs are given the same significance as the evening newspaper. You know it's coming, you just don't know when. Naturally the sun went down in record time (3 or 4 seconds I seem to recall) and the overhead lamp simply isn't enough to see up under the console to jumper out the correct wires. Working like Helen Keller on an electrical circuit that

CONTINUED

could be *Hiroshima Book II* if done wrong didn't appeal to me in the least. After nearly giving myself a permanent Afro hair style by grabbing the wrong wire at the wrong time, my passenger said "Why don't you just turn on the other light?"

Bless her heart! Other light? Yes, this one, as she pointed to the parcel shelf and switch on a light which had been in the off position since I bought the car. Thanks John Z., It's the special touches like that which make this automobile a wonder of modernity. Violà, with the help of the other light were on the road in no less than 35 minutes. Home to Denver with no more complications and not a whimper since. Well "SNOWIN" is back at home now and resting in a heated garage awaiting my return in May.

We hope to be seeing you in Chicago this July. I've enclosed some pictures to let you see our habitat. Thanks for all your help.

KEEP THE WINGS SPREAD;
LARRY D. PARKER

Weathering the Weather

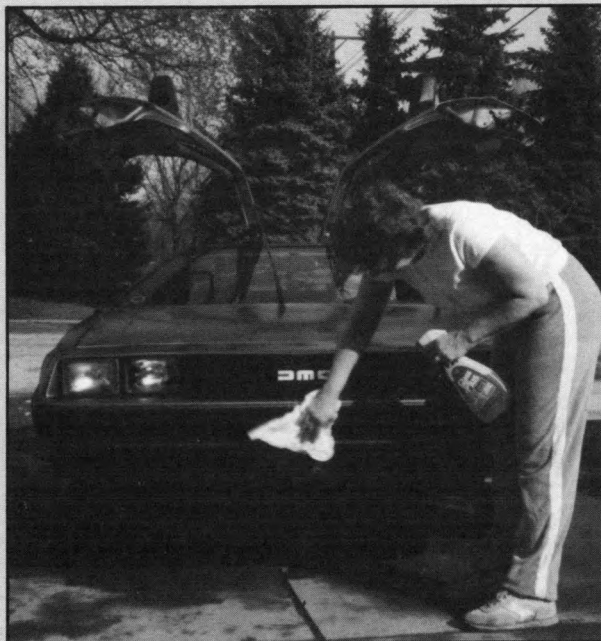
BY GERMAINE RUTKOWSKI

We here in Michigan experienced a most unusual phenomenon: 70+ temperatures in March!! I'm willing to bet that most DeLorean owners in this part of the country were eagerly bringing their cars out of winter storage and looking forward to fair weather driving.

If you were one of the "sunny days only" drivers, I have good news for you. There is no reason to deny yourself the pleasure of driving your car every day of the year.

I bought my DeLorean (our second one) a year ago. Since this was to be my only car, it had to be able to withstand all the punishment that Michigan weather and a busy working woman can dish out. I'm happy to say that it passed the test with flying colors.

First of all, the car handles exceptionally well on ice and snow. Drive as you normally would under these conditions, using a little extra caution on curves and turning to avoid fishtailing. I must admit that we did not have a real memorable snow storm this winter, but I think the DeLorean would fare as well or as badly as any other small car. Other than hailstorms, the DeLorean laughs at weather. Sub-zero temperatures are no problem. My car starts as well at -10° as it does at 80°. Mechanically there were no problems other than the speedometer and replacement of the thermostat. These are things that will go wrong with any car



driven 15,000 miles in a year.

Again, my DeLorean is my only car, so needless to say, it has to be functional besides being pretty to look at and fun to drive. We have a truck, but who needs it when you have a DeLorean? This past year, my car and I have gone on many shopping trips and it has held, among other things: a box containing a 19" color TV; a 96 roll box of bathroom tissue; one Newfoundland dog; one Bouvier; and up to 10 bags of groceries. Our other DeLorean (the pampered one) has held enough luggage (cleverly packed) for 10 day driving trips without stopping at a laundromat.

Probably my biggest problem, if you can call it that, in using my DeLorean as a "Family Car" is seeing it occasionally

covered with mud, salt, ice, and snow for days on end and not being able to keep it clean for more than 5 minutes. Stainless steel is not really "STAINLESS." In desperation I once took a Brillo pad to the finish, but ordinarily a weekly trip to the coin auto wash is adequate.

Sooner or later though, along comes Spring. A little elbow grease, some polish, and in a few hours my DeLorean looks as good as one that has only a few miles on it and has been handled with kid gloves. Honestly, our DeLoreans were made to be driven. You paid a lot of money for your car. Enjoy it!

Area Regional Chapter 1

In January of this year the Chapter One board of directors met and has put together a package of events which should appeal to all DeLorean enthusiasts.

Chapter #1 has been invited to participate in the Carnival of Cars, June 8, 1986, in Utica, Michigan. This is one of the classiest events in this area. Ferraris,

Porsches, Dusenbergs, Rolls Royces, and, of course, our DeLoreans will be represented in this event. A flea market with thousands of parts and all autos on display will make this a unique event. Bring a picnic lunch and join in the fun.

The National DeLorean Association meeting will be held in Lincolnshire, Ill. on July 25-27, 1986. Members who would

like additional information should contact Rich Rutkowski (313) 534-5247 or Don Legner (815) 385-2626.

This August Chapter #1 will be having its second annual picnic. This may be tied in with the Bricklin Owners picnic. Time and dates will be forthcoming when available.



Chapter 3 in tight formation.



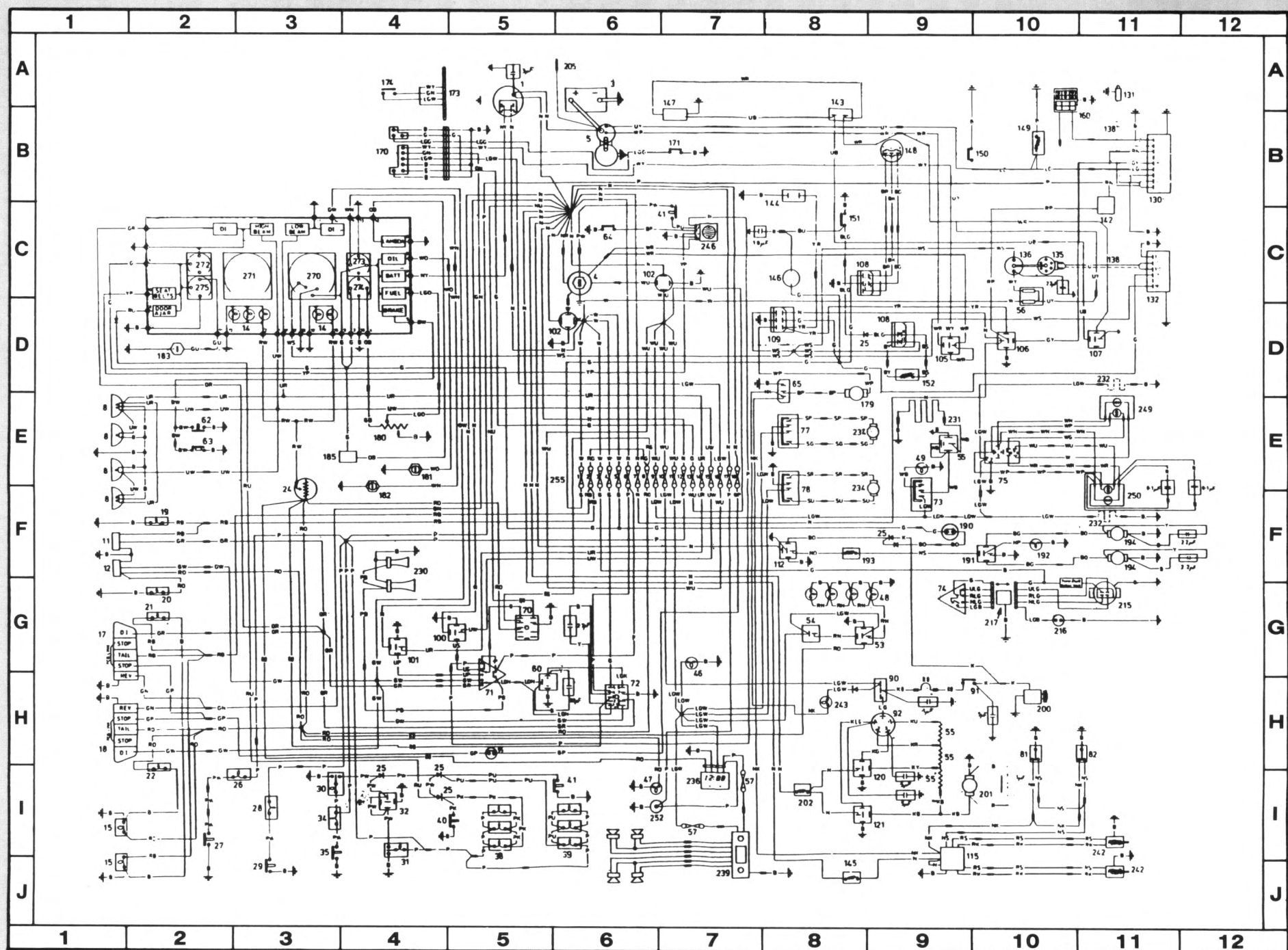
Don DeBolt's car with twin turbos he installed himself. Don is from Minneapolis, MN.

Area Regional Chapter 3

Chapter #3 had its last get-together of 1985 in Okoboji, Iowa, over the weekend of October 11-13. Most of the members arrived Friday evening at the Okoboji Lodge, where we all stayed. We met several of the new members in the lounge where we were entertained by a "swing-ing" band. As the night progressed we all felt like we had a common interest: DeLoreans.

Saturday there was a car show in the lot of the Lodge, and needless to say, the DeLoreans drew the attention of all. In the afternoon there was a parade thru the town of Spirit Lake. It was beautiful. Many people were amazed how much each DeLorean owner pampered their car. Dinner was held at a beautiful restaurant followed by A Gala Fest Dance at

CONTINUED ON PAGE 25



DELOREAN WIRING DIAGRAM

(1981 Only)

KEY NO. DESCRIPTION LOCATION

1.	Alternator	5A
3.	Battery	6A
4.	Ignition/Start Switch	5.5C
5.	Starter Motor	6B
8.	Headlamp	1E
11.	Front D.I./Side Lamp LH	1F
12.	Front D.I./Side Lamp RH	1F
14.	Instrument Panel Illumination Lamps	2.5D
15.	License Plate Illumination Lamps	1J
17.	Rear Lamp Unit LH	1G
18.	Rear Lamp Unit RH	1H
19.	Front Side Marker Lamp LH	1.5F
20.	Front Side Marker Lamp RH	1.5G
21.	Rear Side Marker Lamp LH	1.5G
22.	Front Side Marker Lamp RH	1.5I
24.	Rheostat	3E
25.	Diode	3.5I
26.	Engine Compartment Lamp	2.5I
27.	Engine Compartment Lamp Switch	2I
28.	Luggage Compartment Lamp	2.5I
29.	Luggage Compartment Lamp Switch	2.5J
30.	Front Interior Lamp	3I
31.	Rear Interior Lamp	4J
32.	Interior Lamp Delay Unit	4I
34.	Glove Compartment Lamp	3I
35.	Glove Compartment Lamp Switch	3I
38.	RH Door Lamps	4.5I
39.	LH Door Lamps	5.5I
40.	RH Door Switch	4.5I
41.	LH Door Switch	6.5I
42.		
43.		
46.	Gear Selector Illumination	6.5G
47.	Cigar Lighter Illumination	6I
48.	Air Conditioning Panel Illumination	8.5G
49.	Rear Defogger Switch Illumination	9E

53.	Air Conditioning Panel Illumination Relay	8.5G
54.	Resistor	8G
55.	Rear Defogger Timer Relay	8.5I
56.	Ignition Resistor	10G
57.	In-Line Fuse	6.5I
60.	Di/Hazard Flasher Unit	5H
62.	Parkbrake Switch	2E
63.	Brake Fluid Level Switch	2E
64.	Seat Belt Switch	6C
65.	Inertia Switch	7.5D
70.	Main Lighting Switch	5G
71.	Di/Dip/Horn Push Switch	4.5H
72.	Hazard Switch	6H
73.	Rear Defogger Switch	9F

KEY NO.	DESCRIPTION	LOCATION
74.	Wash/Wipe Switch	9G
75.	Power Mirror Switch	9.5F
77.	Power Window Switch LH	7.5E
78.	Power Window Switch RH	7.5F
81.	Door Lock Switch LH	10H
82.	Door Lock Switch RH	10.5H
90.	Air Conditioning Mode Switch	8.5H
91.	Low Pressure Switch	9.5H
92.	Fan Speed Switch	8.5H
95.	Stop Lamp Switch	4.5H
100.	Main Beam Relay	4.5G
101.	Dip Beam Relay	4G
102.	Auxiliary Relay	5.5D
105.	Start Inhibit Relay	9D
106.	Main Fuel Relay	9.5D
107.	Hot Start Relay	10.5D
108.	Idlespeed Relay	8.5C
109.	R.P.M. Relay	7.5F
115.	Door Lock Relay	9J
120.	Air Conditioning Fan 3rd Speed Relay	8.5I
121.	Air Conditioning Fan 4th Speed Relay	8.5I
130.	Lambda Electronic Control Unit	8.5I

131.	Lambda Probe	11A
132.	Ignition Control Unit	11C
135.	Distributor	10C
136.	Coil	10C
138.	Screened Cable	11A
142.	Frequency Valve	10.5B
143.	Cold Start Valve	8A
144.	Warm Up Regulator	7.5B
145.	Door Lock Thermal Trip	8J
146.	Vacuum Solenoid	7.5C
147.	Thermal Time Contact	6.5A
148.	Idlespeed Regulator	8.5A
149.	Thermal Throttle Enrichment	10B
150.	Throttle Enrichment Micro Switch	9.5B
151.	Idlespeed Regulator Micro Switch	8B
152.	Idlespeed Regulator Micro Switch	8B
160.	Engine Diagnostic Plug	10.5A
170.	Auto Transmission Unit	4.5A
171.	Kick Down Micro Switch	6.5B
173.	Manual Transmission Unit	4.5A
174.	Reverse Light Switch	4A
179.	Fuel Pump	8.5E
180.	Fuel Tank Sender Unit	3.5E
181.	Oil Warning Lamp Sender	4E
182.	Oil Pressure Gauge Sender	3.5E
183.	Temperature Gauge Sender	1.5D
185.	Service Interval Counter	3.5E

KEY NO.	DESCRIPTION	LOCATION
190.		
191.	Fan Fail Module	9.5F
192.	Fan Fail Telltale	10F
193.	Cooling Fan Thermal Trip	8.5F
194.	Cooling Fan Motor	11F
200.	Air Conditioning Compressor	10H
201.	Air Conditioning Fan Motor	9.5I

202.	Fan Speed Thermal Trip	8I
205.	Jump Start Post	5.5A
215.	Wiper Motor	10.5G
216.	Windshield Washer Pump	10G
217.	Intermittent Wipe Control	9.5G
230.	Horns	3F
231.	Rear Defogger	9E
232.	Mirror Heater (If Fitted)	10.5D
234.	Window Lift Motor	8.5E
236.	Digital Clock	7I
239.	Radio	7I
242.	Door Lock Solenoid	11I
243.	Door Lock Telltale	8H
246.	Buzzer Logic Box	7C
249.	Mirror LH	11E
250.	Mirror RH	11F
252.	Cigar Lighter	6I
255.	Fusebox	5.5E
270.	Tachometer	3C
271.	Speedometer	2.5C
272.	Voltmeter	2C
273.	Oil Pressure Gauge	3.5C
275.	Temperature Gauge	2C

COLOR CODE

B	Black	P	Purple
G	Green	R	Red
K	Pink	S	Slate
LG	Light Green	U	Blue
N	Brown	W	White
O	Orange	Y	Yellow

⊕ PCB CONNECTOR - 16 WAY
⊙ PCB CONNECTOR - 12 WAY

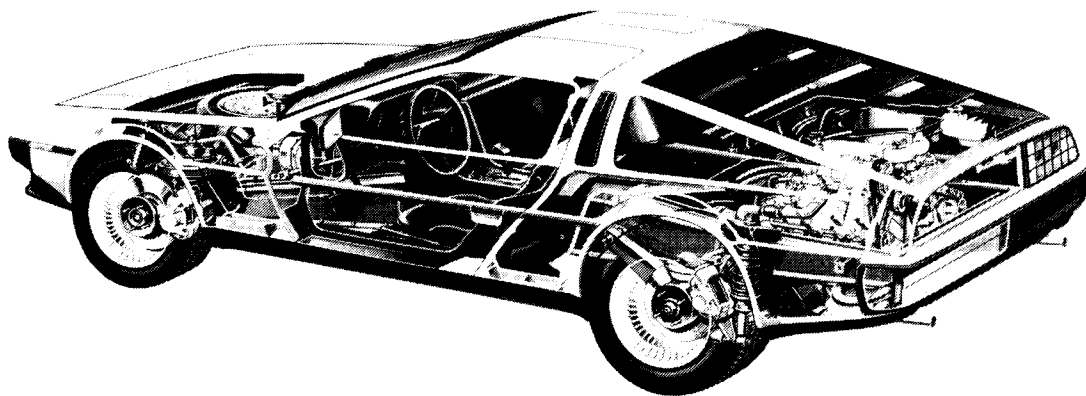
+ SPLICE - CONNECTOR

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FOR 82 & 83 MODEL YEARS

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LOCATION LEGEND

Elite Motors

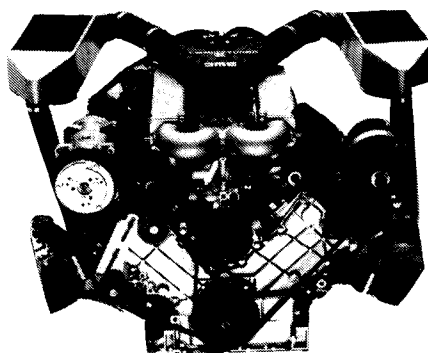
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FROM PAGE 21

the Grand View Showroom of the Oko-
boji Lodge.

Sunday morning at breakfast awards
were given and the DeLoreans took first
place. Later Sunday we were all invited



Sandy Bohannon demonstrates the way to clean the
spokes of a DeLorean. Her highly specialized tool . . .
a toothbrush. Sandy says: "It works very well, when
all else fails."

to the radio station and Auto Museum,
owned by Paul Hedland. We all rallied
back to the Lodge to check out and, as
usual, everyone hated to go home. It was
a very exciting weekend and also a very
busy one. Everyone had a good time and
we all met more wonderful people. They
came from South Dakota, Minnesota,
Nebraska, and Iowa. 

Area Regional Chapter 7

Memories . . . In July of '85, 24 mem-
bers and guests, along with 13 DeLoreans,
showed up at the Illinois Beach State
Park Lodge for Chapter 7's first weekend
outing. The Chicago Sun Times covered
the event and Chapter 7's membership
started to grow in earnest. This year in
July, Chapter 7 hosts the DeLorean Own-
ers Association's First National Conven-
tion in Libertyville, Illinois, with a projec-
ted 7 roster of members standing at 70+

REGIONAL CHAPTER 12

Southern California Picnic and Meeting

Sunday
June 29, 1986
11:00 A.M.

Will Rogers State Park
14253 Sunset Blvd.
Pacific Palisades

For Reservations, contact:

Bill Johnson
13920 Northwest Passage, #303
Marina del Rey, CA 90230
(213) 827-5753

and expectations of 200 or more DeLoreans
from all over the country in attendance.

CONTINUED ON PAGE 42

Area Regional Chapter Directory

Director of Area Regional Chapters

Gil Moreno
2922 Foothill Drive
Thousand Oaks, CA 91361
phone (805) 496-5816

Regional Chapter #1

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27137 Howell
Redford, MI 48239
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home (313) 534-5247
Michigan, Indiana, Ohio

Regional Chapter #2

William Kent Gano, Jr.
808 Third Ave.
Bristol, PA 19007
(215) 788-73711
Metropolitan Philadelphia

Regional Chapter #3

Jack Jeffrey
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Des Moines, IA 50322
office (515) 288-2166
home (515) 255-3269
Iowa, Kansas, Nebraska

Regional Chapter #4

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Southern Illinois, Missouri

Regional Chapter #6

Steve Wolf
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home (815) 385-2626
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Silverdale, WA 98282
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eve. (206) 692-4520
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John Dailey
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home (512) 282-1940
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Regional Chapter #10

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home (916) 395-3355
Sacramento, Northern California

Regional Chapter #11

Gerry Pfeiffer
104 Citadel Dr.
Maurice, LA 70555
office (318) 269-8566
home (318) 989-8888
Louisiana; Houston, Texas

Regional Chapter #12

Bill Johnson
13920 Northwest Passage, #303
Marina del Rey, CA 90230
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VERN HELBIG

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Our Las Vegas Host

BY SAMANTHA ROBINSON
Activities Director

Eric Endy

Our Las Vegas Host receiving Association Award for Endy Rallye and Event Participation from our Special Guest - Marilyn Monroe (Standing behind Eric, yours truly)

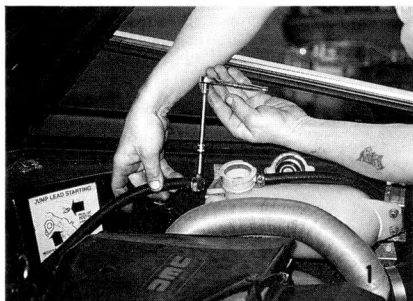
For those of you who don't already know, or who weren't at the Las Vegas Weekend, I must tell you about our Host, Eric Endy. Six months prior to our event, I was in constant communication with Eric. We spent countless hours on the telephone discussing our then upcoming event, personally met throughout the months so that between the two of us, we would be able to present a nice event for our members. Understand that due to all the contacts Eric made for me in Las Vegas, it certainly made my job somewhat easier. The vast majority in attendance at our event were quite pleased with what we had planned for them, with one exception, but then, even the perfect get criticized once in a while. Those who attended can appreciate all the planning that had gone into this event by what they saw with relation to the Association and their automobiles. The posters that you saw outside of the Imperial Palace, as well as the large posters that were placed in front of and inside the meeting hall, were donated by Eric. In addition, on Saturday night, a set of dice and chips were placed at the tables for each individual guest which were also donated by our host. The video tape that you were able to view at the Friday night

No-Host and then again for a short time on Saturday night was again, a result of countless hours donated by Eric. There were so many other things that Eric had helped me with to make this a "Happening Event". Even now as I write this article, we are planning another "Happening Event in Las Vegas" for 1987.

Please realize that putting an event together is no easy task by far. Especially when it is a DeLorean Owners Association Event, simply because we have been noted for putting on some Super Events, and as Vice President, Activities Director, I will continue to do so on behalf of our membership, just as David Knudson, our Activities Director before me. When you have people who are willing to work with you—all sorts of great things happen.

So Eric, on a scale of 1 to 10, ten being best, Ten Stars plus for you, a big hug and kiss from me, along with many thanks from countless members, and a big DeLorean Thank You from the National Board of Directors for all the donated time, and momentos that were presented to each guest as well as the donated Desk Pen Set that was presented to our Newest Members. I'm truly looking forward to working with you again soon.





Flushing and Bleeding of the Engine Cooling System

By: Don Steger, Professional Technical Advisor
Photos: Kjell Myhre

It is recommended that the engine cooling system be flushed at intervals of one year or 15,000 miles, whichever occurs first.

Tools Required:

- 1 Screwdriver, Medium
- 1 13mm Socket Wrench
- 1 Hose with Variable Control Nozzle
- 1 Cooling System Pressure Tester
- 1 10mm Open End Wrench

Supplies:

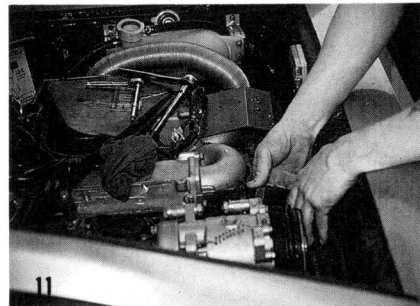
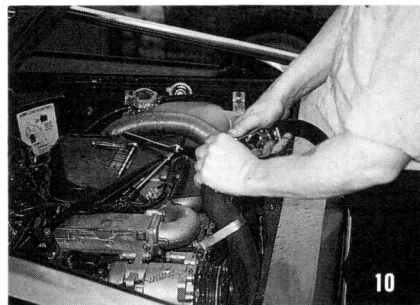
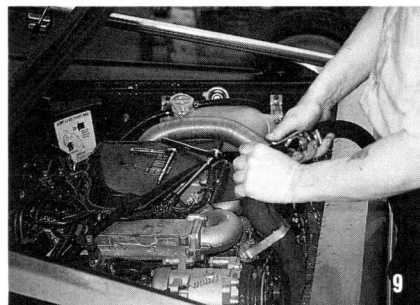
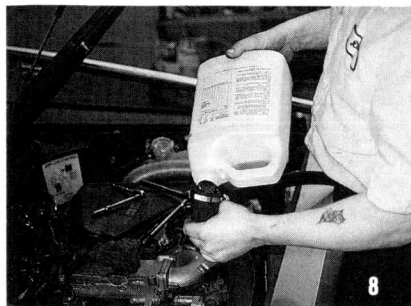
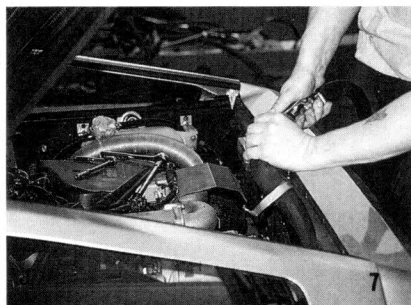
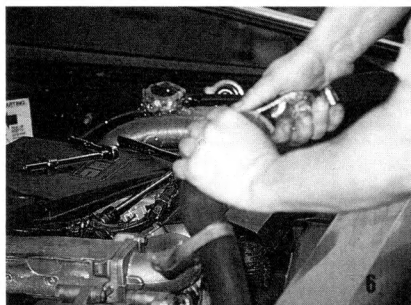
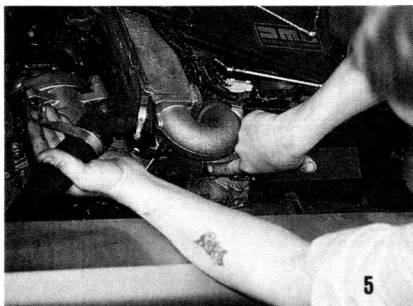
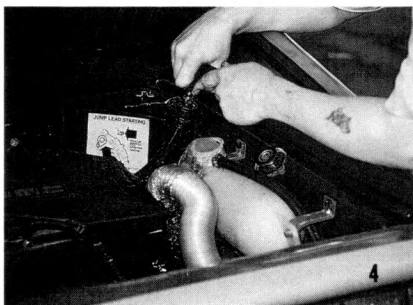
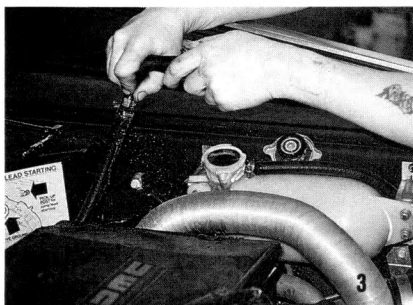
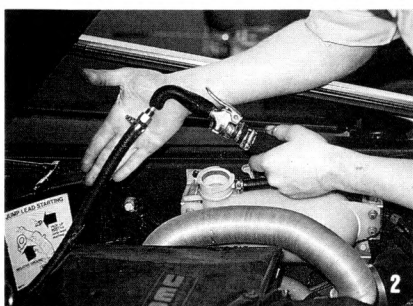
- 1½ Gallon Antifreeze Coolant, Ethylene Glycol for Aluminum Engines

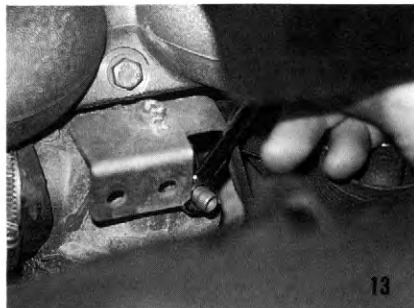
In a suitable location where excess water can drain properly, unscrew the hose clamp located forward of the filler

cap on the coolant reservoir tank (header bottle) at right side of the engine compartment (Photo 1). Remove the cap on the tank and connect the unclamped hose to the water source hose and apply pressure. Continue to run clear water until all colored water/coolant is expelled from the system by overflow at the open filler (cap) location. The cooling system is purged when the overflow (water) appears clear (Photos 2, 3, & 4). Reconnect hose to coolant reservoir bottle and tighten the clamp.

Locate the thermostat housing at the rear of the engine about the center. A larger diameter hose is attached to the left side (driver's side). Unscrew the hose clamp and hose support bracket (Photo 5). Insert the water hose into the large opening of the hose, and wrap a rag to seal excess opening (Photo 6).

Apply pressure to expel additional colored water/coolant from the system until again it overflows clear at the filler





cap (Photo 7). Remove the water hose and rag, and pour coolant from the coolant bottle into the same large diameter hose. The coolant must be poured slowly. As it is heavier than water, the coolant is forcing the water out of the system, replacing it. The first gallon will pour easily, and the remaining 1/2 gallon will be absorbed more slowly. Elevate the hose as much as possible to take advantage of gravity. (Photo 8). Again, insert the water hose into the large diameter hose, and wrap a rag to seal excess opening (Photo 9). Apply pressure until the colored coolant appears at the overflow and stop quickly to prevent loss of an excess amount of coolant (Photo 10).

Reconnect the large diameter hose to the thermostat housing quickly to prevent excess loss of water and tighten the hose clamp (Photo 11). If excess water is lost, refill at the coolant reservoir bottle all the way to the top.

At this point, install the pressure tester at the coolant reservoir bottle and pump it up to 15 psi. If the pressure holds for a period of five minutes, observing all connections for leaks, the system integrity is acceptable. A drop in pressure is indica-

tive of leakage somewhere in the coolant system and must be located by observing the entire coolant path (Photo 12).

While the pressure is still applied, locate the bleed screw (10mm) on the thermostat housing, just to the right of the large hose connection (Photo 13). Before opening the bleed screw, be sure that the large hose to the left is lower than the bleed screw to allow the air to rise into the thermostat housing and expelled upon opening of the bleed screw. Continue bleeding the coolant system observing the level at the coolant reservoir bottle, and shut off the bleed screw when the level at the reservoir bottle is at the maximum mark which is at the middle of the bottle.

Reinstall the large water hose support bracket to clear the air conditioning belt. This concludes the flushing and bleeding of the engine cooling system. Run the engine until cooling fans in front of the car turn on at a temperature of approximately 207°F. This will take about 5 or 10 minutes. Should the fans not automatically turn on, other problems in the Fan Fail System are evident. (See modification of the Fan Fail System, Vol. 3, No. 2, Page 21, of the DeLorean World). 

Modification of Interior Lamp(s) Delay Unit

By Kjell Myhre, Technical Director

A refinement of the amenities of the DeLorean, the ability to control the duration of the delay of the interior lamp(s) shut off, may be of interest. There are two interior lamps, one in the front center of the headlining, and one in the rear, centered just under the rear window. Both lamps, as you know, are also integral three-way switches — On, Off and Door Activated. At night, it is convenient to automatically have 30 to 45 seconds of light to insert the key, for instance, upon entering and starting the car, and of course, when you exit the car, locking it and leaving it, sooner or later someone nearby will remind you that "You left the light on." Then, with the right amount of hesitation, you may respond that you did not, and a second look will confirm that the light is indeed off, and you walk away leaving the doubt with the other party.

Here is what it takes to pull this one off.

PARTS:

- 1 Interior Lamp Delay Module (white)
- 1 100K Ω Resistor, 1/8 Watt
- 1 1M Ω Potentiometer - Bourns 3386
- AR Solder, Sn 63
- AR Epoxy Adhesive, Devcon 5 Minute
- 6 In. 24-28 AWG Hook-up Wire

TOOLS:

- 1 .033 Drill (#66)
- 1 Pin Vice (To Hold Drill)
- 1 Soldering Iron, Small
- 1 Solder-wick, Size #2 (For solder removal)
- 1 Plier, Small Flat Nose
- 1 Small Blade Screwdriver

SKILLS:

Nominal Disassembly/Assembly, and Desoldering/Soldering Ability

Refer to Volume 2, Book 1 of the DeLorean World, Page 13, or the section in the Workshop Manual on Electrical System/Relay Compartment, for identification and location of the proper interior lamp delay unit.

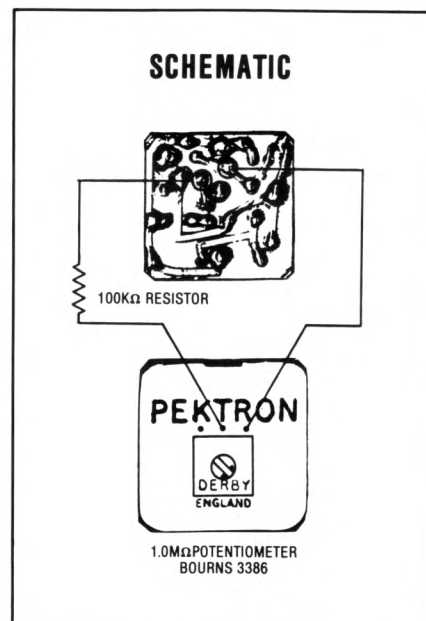
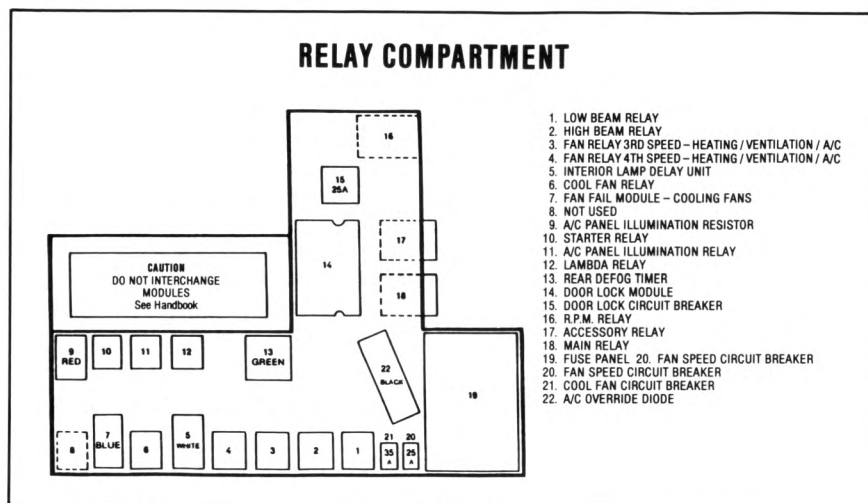
Access the compartment behind the passenger seat by removing the panel under the rear shelf carpet. The delay unit is white and is the third unit from the

CONTINUED

Dear Sir:

It may be that many of the readers of this publication have experienced a squeaky noise which seems to come from the dashboard area, or console. Pressure on the console will seem to eliminate the noise but it is not possible to ride long with one's hand on the console on a permanent basis! The cure in both my 1983 vehicles has been to take a piece of black foam and wedge it between the console and the binacle. This has eliminated the problem, and I thought perhaps this might be useful to others experiencing similar noises coming from the area described.

Respectfully,
Wallace W. Coyner, M.D.



outside in the row of relays nearest the passenger seat (forward).

Remove the white module and take it to your work station. On the end where the connector pins (5) are, carefully crack the bonding around the edge with a small blade screwdriver. grab the center pin (#4) with flat nose pliers and wiggle off the cover. Do not use excessive force damaging to the unit.

Drill three holes in the cover, locating the holes directly under the letter "K", "T", and "R" as shown (Photo). This hole spacing will accommodate the potentiometer after the three leads are bent 90° (down) and will protrude far enough on the inside of the cover to enable the two solder connections required. Mix a required quantity of Epoxy adhesive and bond the potentiometer to the cover and set aside to harden. Observe the time limit of the Epoxy.

Using the "Soder-Wick" (Size #2), remove solder from the two (2) places of termination of a resistor, on the circuit board, with either of two color codes: yellow, violet, yellow, gold (470 KΩ) or blue, grey, yellow, gold (680 KΩ). Both values have been encountered in various modules (Photos 3 & 4). Remove this resistor.

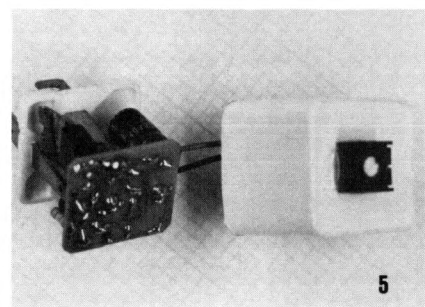
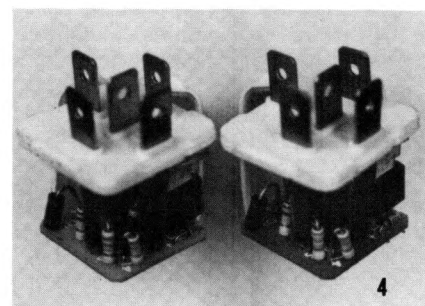
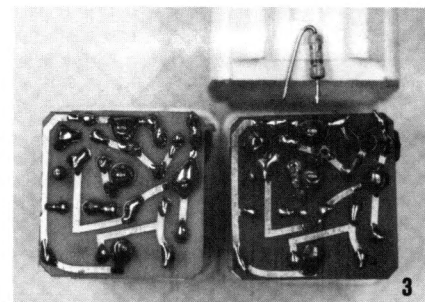
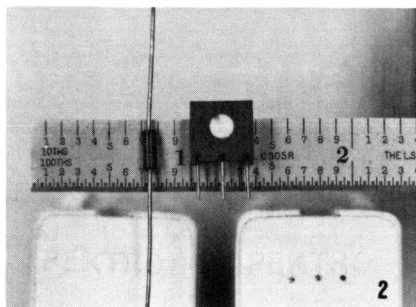
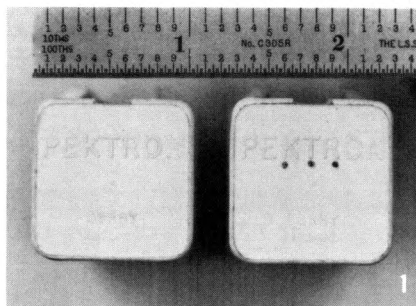
Cut to a length of three inches, two pieces of hookup wire (Size 24-28 AWG). Strip ends and solder to two (2) of the three terminals shown (Photo 6). This will increase time delay with clockwise rotation of the potentiometer.

30 Install resistor 100 KΩ in the circuit board, one end only, as shown in the

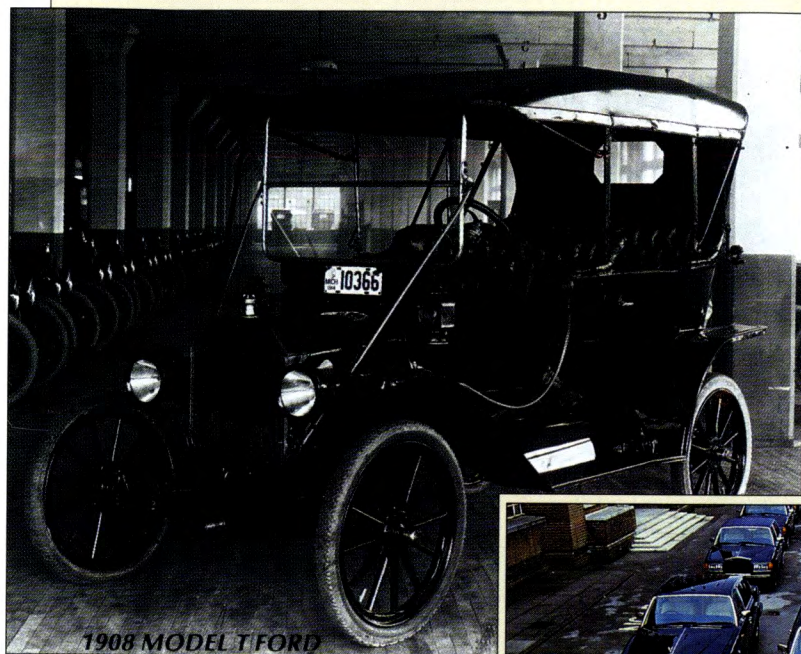
schematic, and solder to the board. To the other lead of this resistor, solder the wire from the center terminal of the potentiometer bonded to the outside of the cover. The other wire from the potentiometer must be soldered to the other hole in the circuit board vacated by the removal of the original resistor (Photo 7). Now you will have a variable resistance range from 100 KΩ to 1.1 MΩ instead of the fixed 470 KΩ or 680 KΩ originally installed in the delay unit.

Cut off a one inch piece of electrical tape and stick it on top of the solder con-

CONTINUED ON PAGE 32



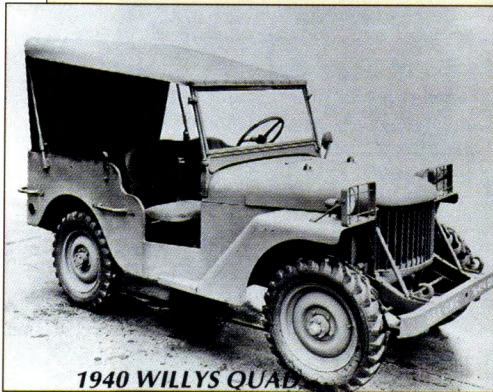
The First Century



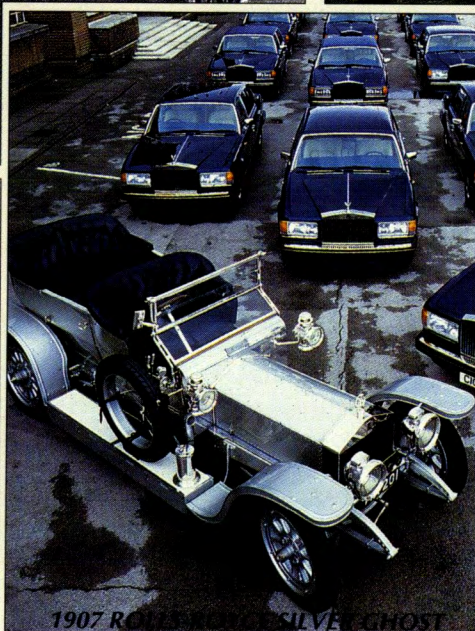
1908 MODEL T FORD



1933 DATSUN MODEL 11



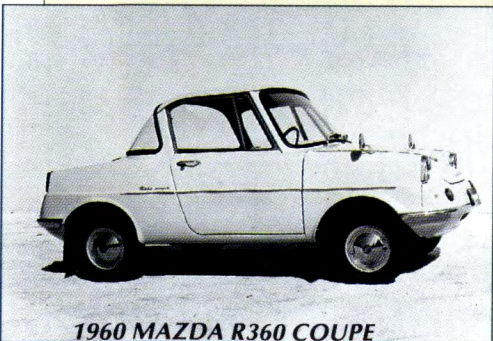
1940 WILLYS QUAD



1907 ROLLS-ROYCE SILVER GHOST



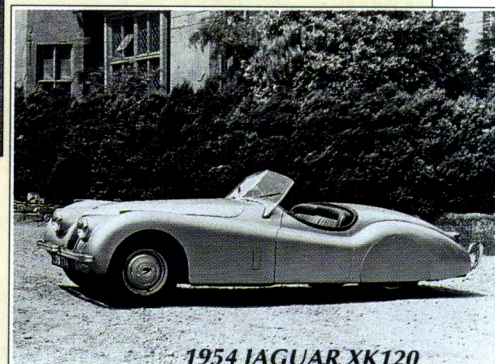
1948 VOLKSWAGEN BEETLE



1960 MAZDA R360 COUPE

MILESTONES

1907 ROLLS-ROYCE SILVER GHOST: "... there is no engine so far as sensation goes ..." **1908 MODEL T FORD:** Karl Benz may have invented the auto, but Henry Ford made it accessible to everyman. **1933 DATSUN MODEL 11:** Nissan's first car traced its heritage to the popular "Dat" automobile of 1914. **1940 WILLYS JEEP:** This no-frills machine was called "America's greatest contribution to modern warfare." **1948 VOLKSWAGEN BEETLE:** The Bug recently surpassed the Model T as the best-selling car of all time. **1954 JAGUAR XK120:** The XK series car won Le Mans five times in the 1950s. **1960 MAZDA R360:** Mazda's first passenger car. Affordable to all, it sold for under \$1,000 in Japan. **1973 BMW 2002:** Fast and expensive, the world's first turbo-charged sedan. **1981 DELOREAN DMC-12:** The gull-winged car never got off the ground.



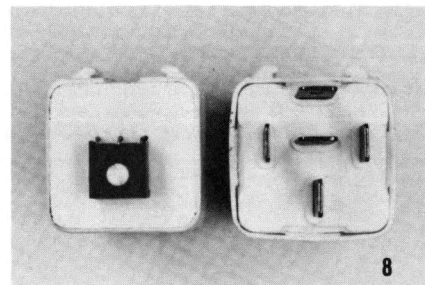
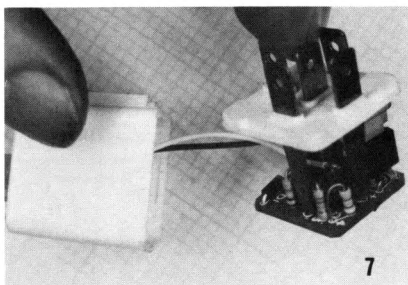
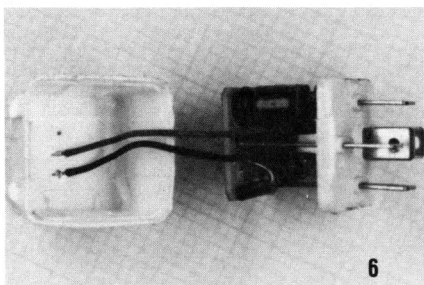
1954 JAGUAR XK120



1973 BMW TURBO 2002



1981 DELOREAN DMC-12



FROM PAGE 30

nections inside the cover to preclude possible shorting to any conductor on the circuit board. Route the conductors the best way and with one twist (coil of wires), mate the cover to the base so that the slot and protrusions side of the cover is oriented with the No. 5 pin side of the base, and close (Photo 8). It would be prudent to test the altered unit with a removable non-conductive cable-tie or string tied around to hold it together for insertion and testing, and removal in the receptacle in the relay compartment.

Testing: With the delay unit installed, turn the pot with a small screwdriver all

the way counterclockwise, set the interior lamps/switches in the delay position, close the door or push the proper door-operated courtesy light switch at the front of the door opening. (Off and On as needed.) Repeat test at $\frac{1}{2}$ turn, $\frac{3}{4}$ turn, and full clockwise turn of the potentiometer and with a watch, time the delay interval from switch activation to light(s) off.

A delay range of time from a couple of seconds to about 40 seconds is nominal, at the extreme positions of the potentiometer. Repeatability is nominal but not necessarily precise. With everything in working order, remove the delay unit

and close permanently with small amounts of the 5 minute Epoxy on all four sides where originally cracked open. Let the Epoxy harden for at least 15 minutes and reinstall the completed modified delay unit in the proper socket in the relay compartment, and adjust as desired.

For those of you who do not care about (1) doing it yourself, (2) do not have the right stuff (listed), (3) are too busy, (4) don't need another project, (5) or whatever, modified modules are available in Southern California, DeLorean One for example.



Who says a DeLorean can only hold two?

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SHALL WE TRY IT AGAIN, ED?

COMPLIMENTS OF DELOREAN ONE

Recalibration of Fuel Gauge Sending Units on Early DeLoreans

By: Raymond J. Pliskow, M.D.

A miscalibrated sending unit in the fuel tank causes the dash fuel gauge to read low on early DeLoreans. A new unit was used on vehicles beginning with #5238, according to my parts manual at least. Rather than replacing the sending unit for \$80 or more, 19 cents worth of parts will fix this annoying glitch simply and effectively.

Obtain from Radio Shack a package of 2 resistors, 1/2 watt, 15 ohms. Connect the resistors in parallel as follows: Place the two parts on a table top in front of you with their leads pointing right and left, one resistor above the other. Twist both left side leads together, then both right ones. Cut the leads to leave about 3/4 to 1 inch of wire (twisted) on each side.

NOTE: The resistance used in this fix is 7.5 ohms. If you can obtain a 7 or 8 ohm single resistor, even better. If no 15 ohm sizes are available, the same results can be obtained with other parallel resistance pairs, for example: 10 and 33 ohms.

Access the top of the fuel tank by removing the fiberglass panel behind the spare tire in the luggage compartment. The sender, installed through the top of the tank, is located near the left front corner of the access space. Identify the white wire connected to the top of the sender and cut it at a point that will allow you to place the resistors in a convenient and workable location.

Strip the ends of the white wires and connect one to each of the resistor twisted leads. Shrink tubing makes for a neatly insulated job and of course should be placed before final connections are made. The connections should be soldered carefully, without overheating the resistors. If you don't have shrink tubing, cover the exposed wires and resistors with electrical and/or duct tape.

The result will be a fuel gauge that reads reasonably accurately throughout its range, say within one gallon, assuming that each quarter tank increment represents about 3.5 gallons in a 13.5 gallon tank. Note that the warning light function is not affected; it will still come on when about 2 gallons remain.

R.J. Pliskow, M.D.
Tacoma, Washington

A NOTE OF CAUTION:

WHEN REPAIRS ARE DONE NEAR THE FUEL TANK, FUEL AND VAPORS MUST BE TREATED WITH RESPECT. ALL POSSIBLE SOURCES OF IGNITION MUST BE CONSIDERED TO ELIMINATE ANY POSSIBILITY OF ACCIDENT CAUSING INJURY AND DAMAGE.

K. MYHRE,
TECHNICAL COMMITTEE

Solar Electric Generator for Battery Maintenance

By: Kjell Myhre, Technical Director

For a number of drivers who tend to drive of their DeLorean less frequently, a battery maintenance system may be desirable to preserve optimum operating condition of the battery. Should you be concerned about how to do this with the least amount of involvement on your part, possibly the sun might come in handy. For those of you that have power consuming equipment on your DeLorean such as radios, C.B.'s, alarm systems, etc., the Solar Electric Generator will provide a source of additional power.

Two items are available, and, assembled into one assembly, will charge the battery:

1. Solar Electric Generator, Genesis Model No. G100.

Manufactured By: Arco Solar, Inc.
Price: About \$80.00.

Available From:

Henry Radio

2050 S. Bundy Drive, Los Angeles, CA 90025

Phone: (213) 272-0861

2. Charge-N-Start
Art. No. TS-252

Order #1700P802 (Item 1700)

Price: About \$20.00

Available From:

Haverhills

131 Townsend Street, San Francisco, CA 94107

Phone: (800) 431-9003

Tools:

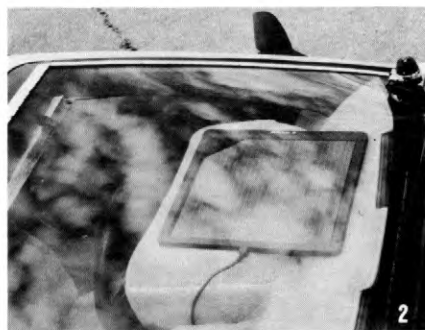
- 1 Wire Cutter
- 1 Wire Stripper
- 1 Soldering Iron, Small
- 1 Heat Gun
- 1 Volt/Ohm Meter

Parts:

- AR 1/4" Heat Shrinkable Tubing
- AR Solder Sn63 or 60/40

The solar electrical module is dimensioned 13.7" X 13.1" X 0.5" and comes with a 5' cable length, 2 conductors un-terminated. Identify the positive and the negative conductor with a voltmeter.

The Charge-N-Start Cable is terminated on both ends with plugs to fit a cigarette lighter socket. The plug that is needed for this assembly is the larger of the two and has a switch for "test" and "charge" with indicator lights. It also contains a diode which is required in the positive conductor of the Solar Electric Generator.



CONTINUED ON PAGE 37



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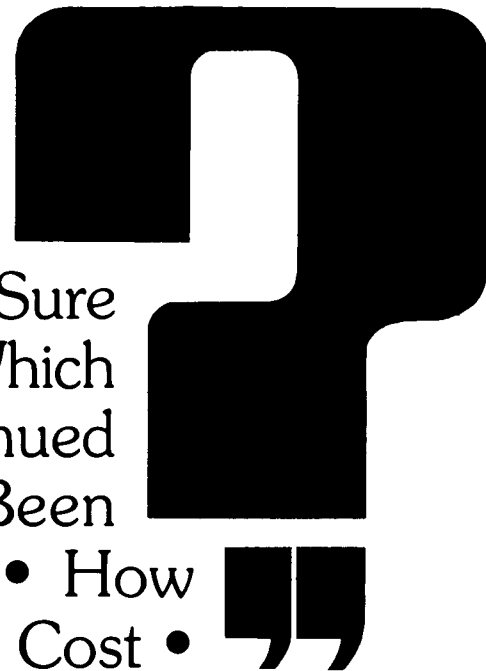
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FROM PAGE 33

Cut off the smaller plug on the Charge-N-Start Cable leaving as much cable remaining on the larger plug as is needed (6" to 15"). Identify the positive conductor which is the one with continuity to the center contact of the plug.

The entire assembly is completed by splicing the cable from each item, positive to positive, and negative to negative. Observing polarity is very important.

In splicing the cables, staggering the length of the conductors by 1/2 inch, eliminates the need to insulate the junctions with electric tape, as insulation of the other conductor serves this purpose, by joint separation. Strip the outside jacket on the cable from the Solar Electric Generator 1", and cut the positive conductor 1/2" shorter, therefore, on the conductors from the Charge-N-Start, the negative conductor has to be shorter by 1/2".

Cut the 1/4" diameter heat shrink tubing into 3 pieces, in lengths of 1", 2", and 3". Slide the three pieces of shrink tubing on either cable starting with the longer piece first, then the progressively shorter pieces in succession with the 1" piece last.

Strip the ends of each of the two conductors on both cables to be spliced about 3/16". Tin and solder each of the two conductors forming lap joints. Since the two joints are separated by 1/2", there is and should be no contact between the two. (Fig. 1.) THIS IS VERY IMPORTANT.

After joining both conductors, double check for proper polarity with a Volt Meter, the positive contact (voltage) should be the center contact in the "Charge-N-Start" plug.

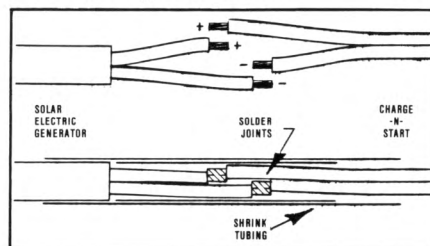
Finish the splice by sliding the shortest (1") piece of heat shrink tubing over the joint and shrink down with a heat gun. Repeat for the 2" piece and the 3" piece of shrink tubing. (Fig. 1.) (Photo. 1.)

This is not a cure for an old, dying battery with a near dead cell, current leakage to ground in the wiring, or faulty component somewhere in the electrical circuit of the car. Such deficiencies must be isolated and repaired as required. (See Photos. 2, 3 & 4 for installation.)

Power Specifications (Typical)

- 14.5 Volts Maximum Power
- 0.35 Amps Current at Maximum Power
- 20.8 Volts Open Circuit Voltage
- 0.435 Amps Short Circuit Current

Exposed to sunlight the Genesis produces an almost constant voltage, enough for charging 12 Volt batteries. Current (Amperage) will vary depending on the amount of light available.



How to Improve Rear View Vision in a DeLorean

By: Kjell Myhre, Technical Director

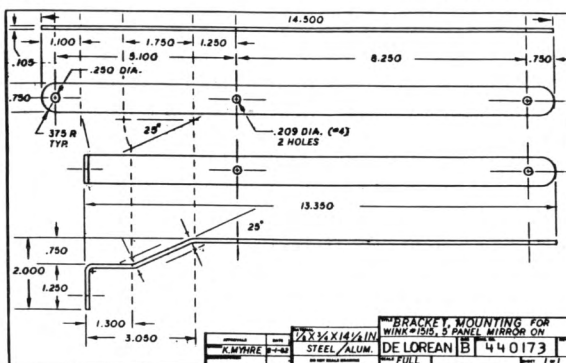
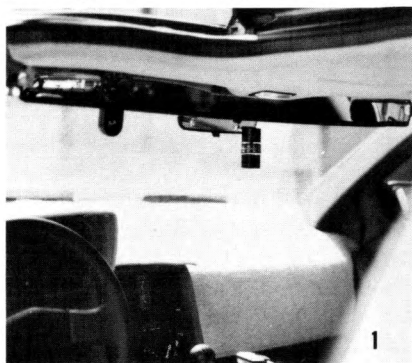
The standard rear view mirror, inside, provides limited vision to the rear which can be improved with a panoramic 5 panel, rear view mirror, made by Wink. It is their product # 1515, and is available

in many automotive accessory and parts outlets. It comes with mounting instructions, however, 2 each of a simple to make mounting bracket can be formed from steel or aluminum bar stock, size 1/8" X 3/4". Two lengths of 14 1/2" is needed (total about 30").

1. CUT TO LENGTH (2) PER DRAWING.

2. DRILL THREE (3) HOLES, EACH.
3. ROUND ENDS WITH FILE.
4. BEND TO SHAPE PER DRAWING.

The installation is easy, as no holes need to be drilled in the DeLorean car, and the same screws for mounting the sun visor can and should be used, using the same existing holes. The sun visors should be stored for future change back



1. Cut to length (2) per drawing.
2. Drill three holes. Each.
3. Round ends with file.
4. Bend to shape per drawing.

CONTINUED ON PAGE 41

COLLECTIBLES

FROM PAGE 14

when Europeans sniffed disparagingly at the American lust for brute power. With their superior taste and refinement, don't you know, Olde Worlde drivers much preferred quality of handling.

Well, whenever somebody actually made big horsepower available to them, they lapped it up like beer—and what a lovely brute of a V-8 engine ol' Benz brewed up here. *Wunderbar!*

1976-86 Morgan Plus 8

Not because it has a V-8, and nothing to do with running it on propane, but because it's cute. A Morgan is living nostalgia the day it trundles off the assembly line.

To some eyes, a Morgan is too old-fashioned to be taken seriously. They see only its curious, not to say crotchety, concatenation of outmoded design with a few modern elements, all making do in a sports car that would not have surprised spectators at old Brooklands. Because Morgans roll down the same streets as, say, Toyota MR2's, it's all too easy to see what they lack in terms of technology. But time may blur this disparity.

The Plus 8 has a vintage charm that appeals right now and that is certain to appeal even more in the future. If you don't want yours, bring it over to our house.

1976 Cadillac Eldorado Convertible

This magazine tested Cadillac's mammoth ragtop when it was new (August 1976). We predicted it would "leave

its mark on history as one of the finest convertibles ever built," and we still feel that way.

Contrary to contemporary publicity, this Eldo didn't turn out to be the last-ever open-top Caddy—but we do feel confident that there will never again be one as big. And what a land yacht it is: this 18.6-foot boat rides on a 126.3-inch wheelbase and carries six with plenty of elbowroom for all. The Eldo convertible's 5200-pound curb weight is hauled around by an engine with 500 cubic inches of piston displacement. This is precisely the sort of sweeping substance that people are going to ooh and ah over for generations to come.

But it isn't the Eldo's style alone that makes it a collector's item; it's also a landmark example of mid-century Detroit techno-fervor. There are servos for everything, including the radio. In 1976 we called this car "the most automatic convertible ever created by man," and noted that "it is worth money to witness the incredibly elaborate top in action." Ten years later, we can stand by those statements. We're not dealing with a driver's car here, but as a focus of future awe, this Caddy is a keeper.

1976-79 Volkswagen Beetle Convertible

The VW Beetle, Adolf Hitler's move to bring transport to *das Volk*, eventually enjoyed the largest production run—more than twenty million—in

automotive history. It therefore is hard to imagine that one day the outdated, slow, noisy, ill-handling, ugly little Bug will be rare and sought after. But in its day there were even movies about the contraption, and today it is already a genuine cult car. Several clubs, companies, meets and magazines are devoted to it.

The evident queen of the fleet, the ugliest and least practical of the lot, is the convertible model, sold in the U.S. until 1979. Owners already revere their ragtop Bugs, treat them to heated garages and custom-fitted covers, exchange their manuals, and enter them into shows, as others do with MG TD's and Edsels.

Maybe the Bug was such a part of so many lives that nostalgia is what makes it collectible. Maybe, for some people, the Bug offers many of the same elements that make modern rock music popular. Who can explain any of this? Who needs to? Jump on the bandwagon. One thing is for sure: girls are always, *always* going to want to drive in a convertible.

1976 Chevrolet Cosworth Vega

One of those noble efforts that giant automakers mount from time to time to break themselves out of the stultifying technological mainstream, this factory-made hot rod—like most—was a neat idea that didn't work out. It was handicapped from the start by being a Vega, one of the least loved American cars of all time. Rightly or wrongly, the Vega's engine set the public perception of linerless aluminum cylinder blocks back decades. And the Cosworth version was harder to drive than the stand-

ard model, being annoyingly gutless at low rpm.

1980-81 Triumph TR8 Convertible

From one point of view, virtually all British-built sports cars should be valuable down the road—providing they survive the trip—if only because they represent a vanished era. An appealing example that lasted into our eligibility window is the Triumph TR8. To our way of thinking, the comparatively rare, comparatively excellent V-8-powered TR will one day have the large following it failed to attract when new.

In our road test of August 1980, we found that the TR8 had reasonable stirring performance (0 to 60 in 8.1 seconds, 117-mph top speed), well-balanced handling, plenty of boot-the-tail-out torque, decent ride quality, and good cockpit comfort. We thought the open-top edition of the final Triumph looked pretty nice, too.

Perhaps most of all we liked the TR8's 148-bhp, fuel-injected, aluminum-block, 3.5-liter motivator. Talk about history to talk about. Here is an original GM (Buick-Olds-Pontiac) design that went unappreciated at home until it was sold to England, after which its creators tried (unsuccessfully) to buy it back. Here is a stock block that not only powered numerous race cars (think Penske, McClaren, Scarab) but actually turned into a Formula 1 engine—a successful, World Championship-winning Formula 1 engine (Jack Brabham, 1966 Denny Hulme, 1967). Now, if you can't draw a crowd with a tale like that at Pebble Beach in the year 2026 . . . ■

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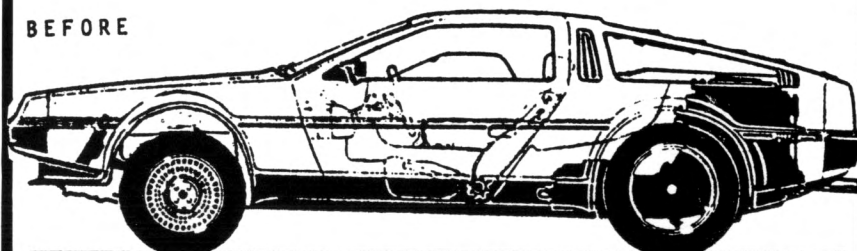
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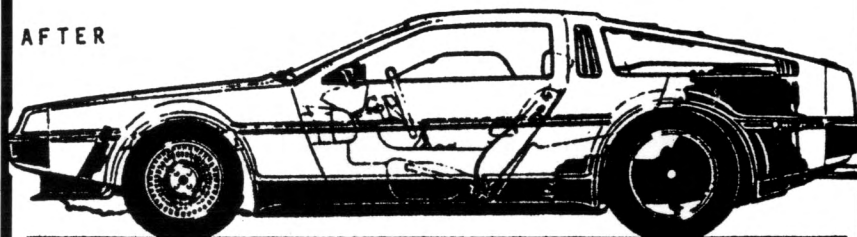
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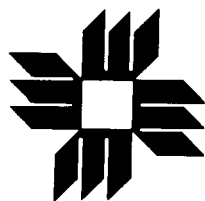


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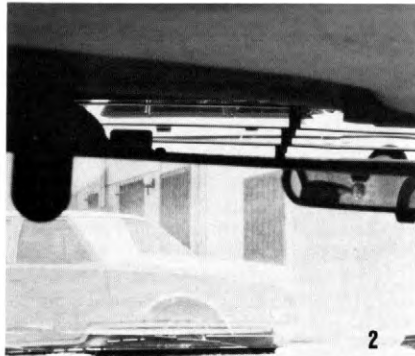
to the original configuration, if so desired.

The long span of the Wink Mirror tends to vibrate when driving. This annoyance can be overcome by dampening the mounting by an appropriate size styrofoam, or sponge rubber block, near the middle, wedged between the mirror and the headliner/front windshield (Photo 1.)

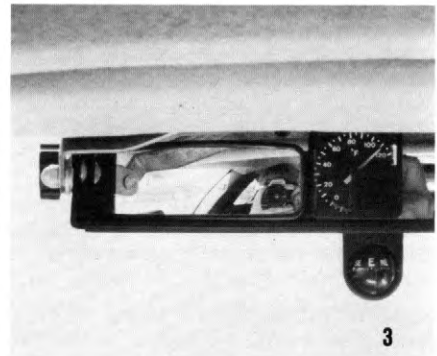
The field of vision to the rear is greatly enhanced, and the addition of wedge mounted, convex mirrors at each end virtually eliminate blind spots. (Photos 2 & 3.)

Small wedge mounted convex mirrors on the inside edge of the outside rear view mirrors, further provide vision along the sides of the car, and the curb on the right side is clearly visible when parking the car alongside a curb. (Photos 4 & 5.)

Other accessory items for convenience and added instrumentation are: inside/outside thermometers, a hygrometer for reading the humidity, and a compass which comes in handy when in unfamiliar places and for navigation in rallye driving.



2



3



4



5

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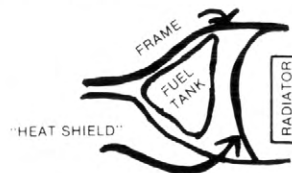
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DELOREANS FOR SALE One 1981 Automatic with 14,000 miles, \$14,998.00. One 1981 5-speed with 19,000 miles, \$14,998.00. One 1981 5-speed painted bright red by original dealer when new, low miles and very eye catching, \$15,998.00. We have sold over 30 DeLoreans in the past 2 1/2 years. We very much enjoy our business. Feel free to call on us. We are located 10 miles from Milwaukee airport. We can arrange delivery. Harry Kaufman Motorcars. (414) 351-6247, Milwaukee, Wisconsin.

FOR SALE: 1981 DeLorean, 5-speed, VIN #3576, 33,000 miles, excellent condition, black leather, bugs worked out, all manuals, \$15,000, new tires, (704) 875-2517 (N.C.) Anytime.

DIRT AND GRIME removed from your DeLorean. Call "Greg's Complete DeLorean Detailing Service." Bring your stainless steel back to its original luster. Call Greg (818) 349-7777, So. California.

DELOREAN VIDEO TAPE, previewed at Las Vegas Convention. Available now for \$40.00. Specify Beta or VHS. Write to: Jay Nemeth, 2375 E. Tropicana, Suite 174, Las Vegas, Nev. 89109.



REGIONAL NEWS

FROM PAGE 25

Plans for the weekend include a get-acquainted party Friday evening, a low pressure sightseeing rally Saturday morning followed by a Technical Seminar that afternoon. Saturday evening is the DeLorean Owners Association Banquet. Following breakfast on Sunday, a very special DeLorean Concours D'Elegance will take place at the Campus of Lake Forest Academy in Lake Forest, Il. Fabulous prizes will be awarded in several categories. So, start detailing your DeLorean and be ready for this first event of its kind. See you in Chicago.



Memories and Memorabilia... Arnie Johansen (above) views the DeLorean collection of Chapter 7's Treasurer, Bill West. Bill brought his extensive collection of books, models, posters, magazines, and newspaper articles to Seven's first outing in July 1985. The remainder of the Sunday was spent with members sharing technical knowhow in three mini seminars—actually working on their cars.

'DeLorean Travel Log'

A new section in coming issues will feature your photos & experiences on the road.

We'll go where you go & see what you see. Just send us your best color slides & a detailed account of your adventures and see your trip in print!

Deadline for next issue of *DeLorean World*: August 1, 1986.

DeLorean World
c/o Kerry Carmody
13963 Breger Ave.,
Sylmar, CA 91342



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SWEDISH AUTOSERVICE INC.

Service: Delorean owners from near and far have been coming to Swedish Autoservice, in ever increasing numbers, for service satisfaction, since we opened on December 10, 1979. Starting out with three technicians specially trained in all facets of Delorean service, we have grown over the years to a staff of ten, ready to handle all your service needs in a prompt, efficient, and courteous manner. Ron B. Lowe brings with him a unique background of 30 years automotive experience, including 12 years technical and service training with Volvo of America Corp. and for its operational duration, as District Manager with D.M.C. Don Steger is the main technician for Swedish Autoservice. He is also the technical advisor for Delorean Owner's Association and has spent the past 5 years working on Delorean automobiles. Don has an AA Degree in auto engineering/repair.

Parts: We have a \$35,000 computer-based inventory of Delorean parts ably administered by Bill Rodgers, D.M.C. Parts Consultant. We are a direct importer from original factory sources. We offer same day shipping. In addition, we have a \$40,000 computer-based inventory of Volvo parts. Call or write if you are not on our preferred customer mailing list for valuable information on parts and product updates.

Stainless Steel Service: We handle full bodywork repairs on Delorean automobiles. Don Eitleman, our bodyshop foreman, has 30 years experience in body repair and 5 years in working with stainless steel. We also handle full bodywork and paintwork on Volvo automobiles.



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16oz. Stainless Steel Cleaner/Sealer	\$11.00
16oz. Stainless Steel Shampoo	6.00
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Blending Pad for Stainless Steel Finish	2.00
Super Hi-Lite Stainless Steel Spray Polish	8.00
Custom Designed Wheel Cleaning Brush	3.25
P21S Special Finish Wheel Cleaner-Trigger Spray . . .	11.95
Tire Cleaner, Wide Tampico Brush-Trigger Spray . .	10.50
Interior Velour/Carpet Care Kit	12.50
Individually	\$72.20
Combination Kit	\$63.80

SHIPPING: \$10.00 AND UNDER-\$2.50; \$11.00-\$30.00-\$4.50; \$31.00-\$75.00-\$6.00.

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ADDRESS CORRECTION
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From the Editor:

One of the most common problems facing any DeLorean owner is where to find expert auto service. The DeLorean Owners Association is attempting to address this need by creating a national directory of service facilities.

Please take just a few minutes to complete the questionnaire below. Results will be made available in coming issues of DeLorean World.

Name _____

Address _____

City _____ State _____ Zip _____

My DeLorean is serviced at:

Company _____

Address _____

City _____ State _____ Zip _____

Phone () _____

Send to: DeLorean World
c/o Kerry Carmody
13963 Breger Ave., Sylmar, CA 91342

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